The SIGNALMAN'S Journal

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Signal trainees of the year win awards

September 1980

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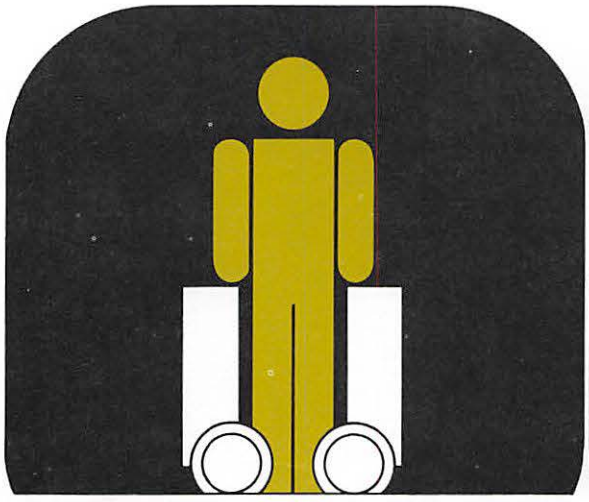

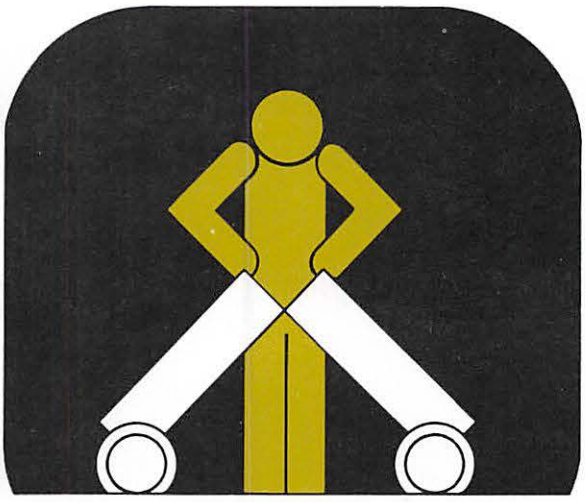

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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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Cover: Four signalmen receive awards as Signal Trainees of the Year 1980 from Brotherhood of Railroad Signalmen. They are (from left): Ron Ruple, MP; Keith Corley, T&P; R. T. Bates, BofRS president; Owen Kelley, BN; and Stephen Rowe, D&RGW.

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The
SIGNALMAN'S
Journal

September 1980

Four signalmen qualify for trainee of the year awards

Congratulations were in order for Keith D. Corley, T&P signal trainee, as he received his signalman plaque from Tom Bates, BofRS president.

A plaque and congratulations were given to Ron W. Ruple, MP signal trainee by President Tom Bates.

From northern Colorado came Stephen V. Rowe, D&RGW signal trainee, who received congratulations and a plaque from Tom Bates, BofRS president.

Congratulations for a job well done and symbolized by a plaque were presented to Owen E. Kelley, BN signal trainee by BofRS President Tom Bates.

Take four high-school graduates, put them through 2-year signal training programs and the result is four qualified, trained and skilled signal maintainers.

On July 9, the BofRS Grand Executive Council had the pleasure of interviewing four such men. They were Ron Ruple of the Missouri Pacific; Owen Kelley of the Burlington Northern; Keith Corley of the Texas & Pacific lines of MP; and Stephen Rowe of the Denver & Rio Grande Western.

Also, the Council had the enviable job of selecting one to be the Signal Trainee of the Year 1980. Ron Ruple, signal maintainer at MP's North Little Rock, AR classification yard, was chosen to represent the Brotherhood of Railroad Signalmen at the National Transportation Apprenticeship & Training Conference next month.

Brother Ruple, along with other trainees from the transportation industry, will describe his background, training and his work. He should relate his experiences to the theme of this year's conference: "Apprenticeship and Training in the 1980's, Skill, Pride and Success."

The four signal trainees interviewed by the Council told of their backgrounds, work experiences, and their feeling about trade unionism.

All four were selected by their general chairmen based upon these requirements set forth by the Grand Executive Council of the Brotherhood of Railroad Signalmen:

1-A candidate must have completed training for the position of signalman in 1979 in a signal

Warm praise for their efforts as outstanding signal trainees was given to them by the BofRS Grand Executive Council. Shown here from the left (standing) are: M. B. Frye, vice president; V. M. Speakman, Jr., grand lodge representative; John E. Platt, vice president; Bernard E. Britcher, chairman, board of trustees; John T. Bass, vice president; Witt B. Harwell, Jr., vice president; John E. Hansen, vice president; Walter W. Altus, Jr., vice president; William A. Class, Jr., secretary, board of trustees; Charles S. Chandler, vice president; W. W. Lauer, director of research; and Val Van Artsdalen, grand lodge representative. Seated (left to right) are: R. Thomas Bates, president; Keith D. Corley, T&P; Owen E. Kelley, BN; Ron W. Ruple, MP; and Stephen V. Rowe, D&RGW; and W. D. Best, secretary-treasurer.

training school established in accordance with an agreement with the BofRS.

2-A candidate's attitude toward our Brotherhood and unions in general must be acceptable.

3-A candidate's grades in signal training class examinations must be acceptable.

4-A candidate's fitness and ability on the job must be considered as very acceptable by the general chairman.

5-A candidate's educational level, not necessarily formal school, must be considered by the general chairman.

6-The general chairman should also take into consideration the candidate's ability to speak briefly regarding his background, training and goals in life to a group of approximately 100 individuals.

The choice was not easy

All four candidates more than met the above requirements so the choice of one to represent the Brotherhood was not easy. By secret ballot, the Grand Executive Council chose Ron Ruple to represent the Brotherhood at next month's NTATC meeting in Rosemont, IL (near Chicago's O'Hare airport).

Interestingly, all four have many similarities, yet each projected an individuality that is both pleasing and refreshing. They certainly did much to dispel the notion that the younger generation is bitter, uncertain and not caring for or want to improve established institutions.

Among the similarities of the four signalmen trainees, these stood out:

Age: In their middle twenties.

Education: High school, plus signal training on the railroad, and some further education on their own at technical schools, correspondence courses or community colleges. All passed their signal training programs with scores of over 90%. One man scored the highest yet attained at his railroad's signal training program.

Talent: Ability to work well and safely with hands and head.

Initiative: All took courses to expand their knowledge. Some are continuing their formal education via correspondence courses. All four indicated that the material presented in the signal training programs rated from good to excellent. "The material was there, it was up to the individual to apply himself. No reason to fail, unless one was lazy," was a typical comment to the Council during the interviews.

Work experience: About one year of work, some about two years before they entered the classroom portion of the signal training programs. Those with more work had been on another railroad or in another department. They said it was desirable to have some railroad experience before going to the classroom.

Responsibility: They accept the responsibility that goes with

their jobs. After the training program, they were proud that they were entrusted with a responsible job. They realize the safety factor involved in their work and that not to be qualified to work on some of the equipment — especially crossing warning systems — might cause injury or loss of life.

Trade unionism: They talked with their local lodge officers or local chairmen, and attended all the meetings they could. They came from communities where there was some non-union employment. They found wages and benefits were not as good in these other industries as with the railroads. They said the union presented a caring — a feeling of unity that was lacking in non-union work places.

Each signal trainee received a plaque from the Brotherhood, inscribed as follows:

Presented (name of trainee). Nominated as Signalman Trainee of the Year 1980 in recognition of his diligent endeavors to increase his skill as a railroad signalman and promote the principles of trade unionism. By the Brotherhood of Railroad Signalmen July 9, 1980. Signed by R. T. Bates, president, and W. D. Best, secretary-treasurer.

Four signalmen are making worthwhile contributions to their railroads, their union and their communities.

Brother Keith D. Corley is a signal maintainer for MP's Texas & Pacific lines Centennial yard in Fort Worth, TX. A native of Fort Worth, Brother Corley was born June 5, 1954. He started in the signal department on the T&P lines in March 1976.

Brother Corley found the MP signal training program rewarding. While at the school, he built a block signal system model that is used at the school for training. He has continued his interest in the school, and is now in the process of adding tracks, switches and flashing-light signals to provide a more advanced model for students to work with.

Brother Corley and his wife Cheryl have a daughter Shelia and a son Kenneth.

Because he works Saturdays, he has not been able to attend as many meetings of Fort Worth Lodge 141 as he would like to. But he talks to his local chairman, Bob Dickey, who keeps him informed.

Brother Corley was recommended by David B. McCarty, general chairman, T&P lines of MP. He wrote that "Brother Corley's attitude and ability toward his work as well as the union is highly respected. I have been told by his former signal foreman that he is always in search of an answer to any unanswered question he might have."

Brother Owen E. Kelley is a signal maintainer for the Burlington Northern at Hastings, NE. He has about 20 miles of centralized traffic control territory including a 1908 mechanical interlocking plant where the Union Pacific crosses the BN. He has several rail-highway grade crossings with automatic warning devices equipped with Grade Crossing Predictors and other electronic controls.

A native of Beatrice, NE, Brother Kelley was born September 29, 1955. After graduating from Lincoln high school, he went to work on the Rock Island in a signal gang doing pole line work and installing rail-highway crossing warning systems. After a year, he was laid off. He then went to work for the BN in a communication gang. Six months later in January 1976, he transferred to the signal department.

Brother Kelley completed the BN signal training program last year. He was "Honor Man" with top scores and graduated with a 99% score, the highest ever achieved in the BN program up to that time. To further his education, he has completed an electronics course at the community college in Hastings. Also, he is taking the Cleveland Institute of Electronics correspondence course that will lead to a Second Class Federal Communications Commission radio-telephone license.

Kelley feels that personal pride leads one to do well in the classroom. He said the material is there, one only need to apply himself. He favors mandatory passing grades, that is, a person must pass or he is required to resign from the railroad. That is one incentive to do well in the signal training program. Another is that one must know the equipment, how to maintain it and how to trouble shoot because of the safety involved. "With electronics used so extensively in railroad signaling, especially in rail-highway crossing warning systems, you must know what you are doing because someone could be killed if you make a mistake," Kelley said.

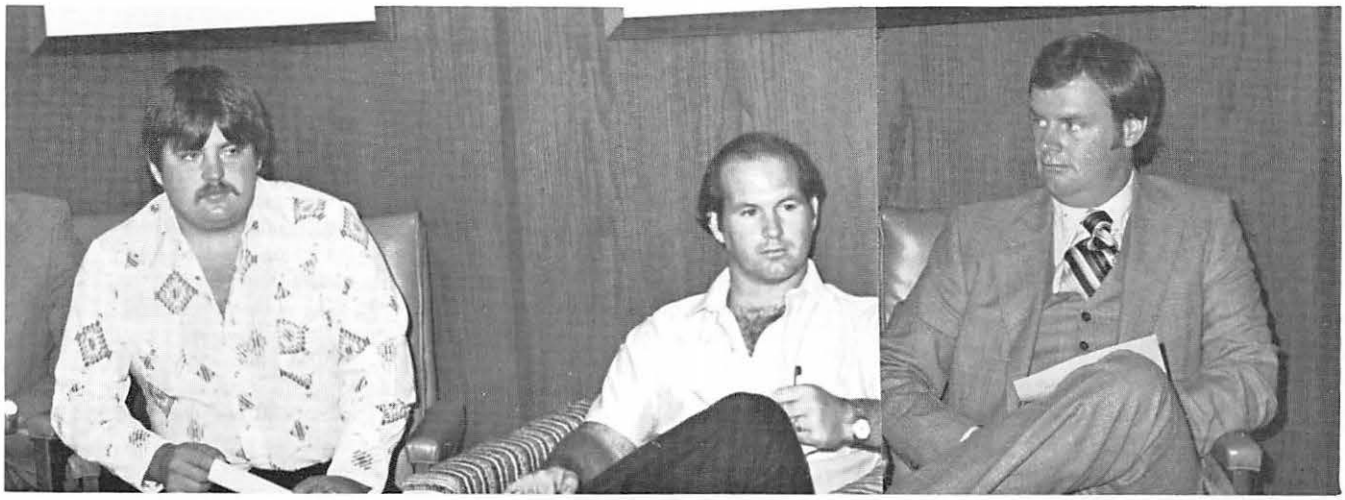
Brother Kelley and his wife Cathy have one daughter Codie Lee, two years old, and are expecting another child in December this year.

He is an outdoor type who likes fishing, hunting and camping. Some would say he is a true sportsman because he hunts deer with a bow and arrows.

He keeps in contact with R. J. Bollinger, his local chairman, and local president of Lincoln Lodge 119.

Brother Kelley was recommended for Signal Trainee of the Year by William A. Class, Jr., BN general chairman, who said: "Brother Kelley's attitude toward our Brotherhood is good. He has attended local meetings whenever possible. I believe Brother Kelley would be an excellent choice for Signalman Trainee of the Year."

Brother Stephen V. Rowe,



"Signalman Trainee of the Year 1980" awards were presented by President Tom Bates to these men who were guests of Grand Lodge on July 9 where they were asked about their training and signal experiences. From the left are: Ron W. Ruple, retarder yard maintainer, Missouri Pacific; Owen E. Kelley, signal maintainer, Burlington Northern; Keith D. Corley, retarder yard maintainer, Texas & Pacific; and Stephen V. Rowe, signal maintainer, Denver & Rio Grande Western.

signal maintainer for the Denver & Rio Grande Western at Craig, CO, was born March 28, 1952, in Springville, UT. He graduated from Springville high school in 1970. Following a stint in the US Air Force, from which he was honorably discharged, Brother Rowe attended Utah Technical College for a course in basic electricity.

He began his railroad career in November 1974 in the track department of the D&RGW. He started in the signal department in April 1977. Brother Rowe passed all the signal training examinations with grades exceeding 90%. He credited his success in the training program to the teacher and the material used. He echoed other trainees who said: "the material is there, waiting to be used by the students."

Brother Rowe, nominated by General Chairman Richard R. Van Vacter said that "he will make an outstanding representative of our craft. Brother Rowe is an active participant in the meetings of local 24 and regularly attends meetings held at Grand Junction, CO and Salt Lake City, UT." Also, Van Vacter reports that Brother Rowe was selected from a field of 37 signal training program graduates of 1979 from schools on the Kansas City Southern, Rio Grande and Santa Fe.

Brother Rowe mentioned that the union provides a peace of mind to its members. Also, he noted that in Craig there are many non-union jobs, but most of them pay much less than does the railroad. This fact was brought out by other trainees. In smaller communities, the railroad jobs are among the best in pay and fringe benefits.

Brother Rowe said that his work in the track department gave him valuable railroad experience. He felt this was worthwhile before he started his classroom instruction in the signal training program.

Brother Ronnie W. Ruple was born July 5, 1955 at Little Rock, AR, and graduated from Sylvan Hills senior high school in May 1973. He began his railroad and signal career in April 1976 with the Missouri Pacific. He graduated from the MP signal training program in October 1979. He had maintained a grade of 96% throughout the course. He is a member of Missouri Lodge 72.

In nominating Brother Ruple for signal trainee of the year, General Chairman William D. Corn said that "his attitude towards the Brotherhood and unions in general is acceptable; his fitness and ability on the job are very acceptable, and I find Brother Ruple to be a just and upright person."

He is a retarder yard maintainer on the 3-11 pm shift at North Little Rock. He is expanding his electronic knowledge through a correspondence course from Cleveland Institute of Electronics. He has completed 80% of the course with a grade average of 95. When he completes this course, he plans to enroll at Arkansas College of Technology to obtain the 2-year Associate Degree in Electronics.

Brother Ruple and his wife Marisa are active in the First Assembly of God Church in North Little Rock. He has been a member for about seven years, and has served as a Sunday School teacher, youth counselor and sponsor, choir member and bus driver.

In a letter to the Department of Labor (one of the sponsors of the

NTATC meeting), John T. Bass, BofRS vice president wrote: "Our selection of Ronnie was based on the excellence he is achieving in the Missouri Pacific training program as reported by his general chairman and training instructor; his desire to further his career in the field of railroad signaling and electronics as evidenced by his enrollment for additional training in the Cleveland Institute and plans to enroll at Arkansas College of Technology.

"In addition to the above, Ronnie's excellent reputation among his fellow employees; his private life as a Sunday School teacher and youth counselor; personal appearance and our interview with him were determining factors in selecting him as our 'Signalman Trainee of the Year' and our recommendation for a 'Certificate of Recognition' by NTATC."

All four signal trainees exhibited a refreshing and upbeat outlook in their expressions of pride and confidence in their training, work and the Brotherhood. They want the Brotherhood's Signal Trainee of the Year awards program to be continued. They believe it will be a challenge to others in the signal training programs on the railroads.

Also, they keenly felt the responsibility that is required of them in their work. All expressed the positive attitude that electronics will play an ever increasing role in signaling. Knowledge of electronics will be essential for signalmen, now and in the future.

Each one expressed interest in the Brotherhood. While admitting that they are "too new" to be considered for local offices, they would be interested as they learned more about the Brotherhood and local lodge activities. Participation in Brotherhood affairs at the local level will be an essential part of their lives.

No Claim? No Payment

The words of a close friend whose parents had died within a few months of each other: "I thought they *must* have had some insurance, but I didn't know the name of the company or who the beneficiaries were. I finally found the musty policies while I was disposing of their old books."

My friend was more fortunate than many other consumers who suffer financial hardships when policies, often taken out for burial and other final expenses, are nowhere to be found — and their very existence undocumented.

According to a knowledgeable source, there is a widespread, long-standing, and serious problem involving unclaimed, and hence unpaid, life insurance proceeds and related assets, which are often called "death benefits." These assets, including bank accounts, eventually revert to state treasuries, through "escheatage" — the reversion of property to the state in the absence of legal heirs or claimants. State laws vary, but a lapse of five to seven years must occur before the insured person's assets revert to the state. In the meantime, the insurance companies are free to use the assets as they please.

The total value of such unclaimed and abandoned assets throughout the United States is not known, but it is estimated that as much as $25 billion is waiting to be claimed. This problem adds to the burdens of bereavement, frequently causing financial difficulties in addition to the other stresses with which survivors are confronted.

To make sure that *intended* beneficiaries have the opportunity to claim *all* estate entitlements in a timely way, all consumers should prepare a list of policies and other types of death benefits and include it with their wills — and keep the list up to date! For many reasons, the updating is of vital importance. For example, in our mobile society, about 20 percent of Americans change addresses each year; people change their names, either through marriage or for other reasons; and new families are established — and existing families disintegrate. It is very common during all of these moves and other changes for personal papers, insurance policies, and other papers to be lost inadvertently.

Finally, papers and records are destroyed through floods, tornadoes and other disasters. Then, when death claims must be filed, the necessary information on which to base such claims is not available — and it is usually necessary to file a claim to receive entitlements, including life insurance, government benefits, and most others. If the intended beneficiary doesn't have the needed information to file claims, payment will be, at best, delayed, and in many cases never made. Since insurance companies are not in the business of seeking out beneficiaries, it is up to all of us to pursue claims for benefits that are rightfully ours.

If you do not think you can keep accurate records yourself, you may wish to look elsewhere for help. The recently organized National Association of Insured Persons (NAIP) has established the National Center for Claims Information (NCCI) to register life insurance policies and other death benefit vehicles — and to update them as necessary upon notification to the Center. NCCI keeps records of an individual's life insurance policies, veterans' benefits, bank accounts and other assets. The registration service is confidential and costs $10 for each registrant (a one-time fee plus $7.50 annual dues for membership in NAIP. The dues include a quarterly newsletter, *Bold Print*, informational booklets, and updates as necessary to keep the registered information current. Beneficiaries do not request information; the information is sent to a designated survivor (who is not necessarily the beneficiary) upon notification of death of the registered person. NCCI does not ask for the face value of the policy or the name of the beneficiary because this is considered privileged information and is not needed for registration purposes. (Incidentally, NAIP does not sell insurance.)

If you would like to receive information on what NAIP does, you may write to the National Association of Insured Persons, 1629 K Street, N.W., Suite 5050, Washington, D.C. 20006; telephone 202-296-5164.

International Ladies' Garment Workers' Union

Union Label Department, 22 W. 38th Street,
New York, New York 10018

Crossing safety gets attention

The 1980 national rail-highway crossing safety conference held in Knoxville, TN June 17-19 found signalmen active in workshops as well as attending all sessions.

At the Tuesday afternoon session on national views, President R. Thomas Bates again called for rules for the testing and maintenance of highway crossing warning devices and systems. John Sytsma, president, Brotherhood of Locomotive Engineers, discussed the viewpoint of the men operating trains and their concern for crossing safety.

In addition to Bates, the following signalmen were at the 3-day meeting: Vice Presidents Charles S. Chandler, John E. Hansen, and Witt B. Harwell, Jr.; Grand Lodge Representatives V. M. Speakman, Jr., and Val Van Artsdalen; Director of Research W. W. Lauer; and Robert W. McKnight, editor, The Signalman's Journal.

Other signalmen at the meeting included Harvey H. Parker, general chairman C&O-GTW-IHB-C&WI; Bernard E. Britcher, general chairman, and Willis Abner, executive assistant general chairman, ConRail; Billy Joe Woodruff, general chairman, ICG; V. Joseph Sartini, N&W general chairman; and Charles S. Vaught, general chairman, Southern. Three Long Island signalmen at the crossing safety meeting were John W. Hogan, general chairman; A. Dorner, Jr., local president Aeriel Lodge 56; and E. A. Lofgren, local chairman.

Supporting federal funding for rail-highway crossing safety programs is Sen. Jennings Randolph, Dem. TN, who was keynote speaker at the 1980 National Rail-Highway Crossing Safety Conference.

Randolph supports federal funds for crossing safety

Abstract of keynote speech by **Senator Jennings Randolph** (D. TN) Chairman, Committee on Environment and Public Works:

In 1973, the Congress authorized Federal assistance to cope with the safety problem at our rail-highway crossings. I was one of the sponsors of the Highway Safety Act of 1973 which first authorized the appropriation from the Highway Trust Fund for the elimination of hazards at rail-highway crossings. This legislation authorized a total of $175 million for three fiscal years. The original bill was limited to projects on the Federal-aid System and provided that at least half of the funds authorized be used for protective devices.

The inventory which was authorized by the 1973 Act, indicated that the Congress had become more aware of the severity of the problem. Our study identified 219 thousand places where railroads cross the public highways of this country. This potential exposure, and with fatalities averaging about 1,300 per year, caused the Congress to expand the program in 1976 to include crossings both on and off the Federal-aid System. $250 million for two fiscal years was authorized in this Act for the Federal-aid system and an additional $150 million was authorized for crossings off the Federal-aid system.

Substantial progress has been made in the United States in reducing the number of fatalities at rail-highway crossings. Of the total funds apportioned to the States for the Federal-aid system, over 67% have been obligated and of funds authorized for projects off the system over 90% have been obligated. With this obligation of funds for crossing protection has come a considerable reduction in the number of fatalities. Rail-highway crossing accident fatalities have declined from an average of 1,300 in 1973 to less than 800 in 1979. This demonstrates that our nation's railroad-highway grade crossings are becoming safer. The Federal Railroad Administration's estimate of the 1979 fatalities of 733 in the lowest number ever recorded. This is a decline of over 52% in the deaths attributed to rail grade crossing accidents.

It is obvious that this Federal-State funded safety improvement program is achieving the results that were predicted when it first began in 1973. Since that time thousands of effective warning devices have been installed. Many other crossings have been upgraded with more sophisticated systems to warn the public of an approaching train.

The success attributed to this necessary and worthwhile program lies in the cooperation between the Federal government, the States and the railroads which exist under this effort. It is important that all parties to this program be aware of what a successful partnership of this type can achieve. No one organization could have achieved the results of the rail-highway crossings program.

The task is not finished. We must, I emphasize, continue to provide Federal assistance to protect additional crossings. The States must also work with the railroads to identify the highest hazard locations where protection is urgently needed. The role of the States in identifying the problems and working with the railroads to achieve solutions is very important.

Today, we have a rail-highway crossing program that is more valuable than ever before. **Under the Surface Transportation Assistance Act of 1978 funding was guaranteed for four fiscal years. The $760 million authorized by that legislation was the largest amount of funding ever provided for this program and brought a certainty to its future.** With this certainty States and the railroads are better able to identify projects and plan and construct them.

When the Congress next examines the Federal-aid Highway program in hearings later this year and during markup of the bill in late February or early March of next year, one of our primary concerns, as always, will be safety. With the railroad-highway crossing program one of the most effective safety programs, an extension of this commitment will be provided in a highway bill coming out of the Senate Environment and Public Works Committee. We will address the problem in the first session of the 97th Congress, beginning next January.

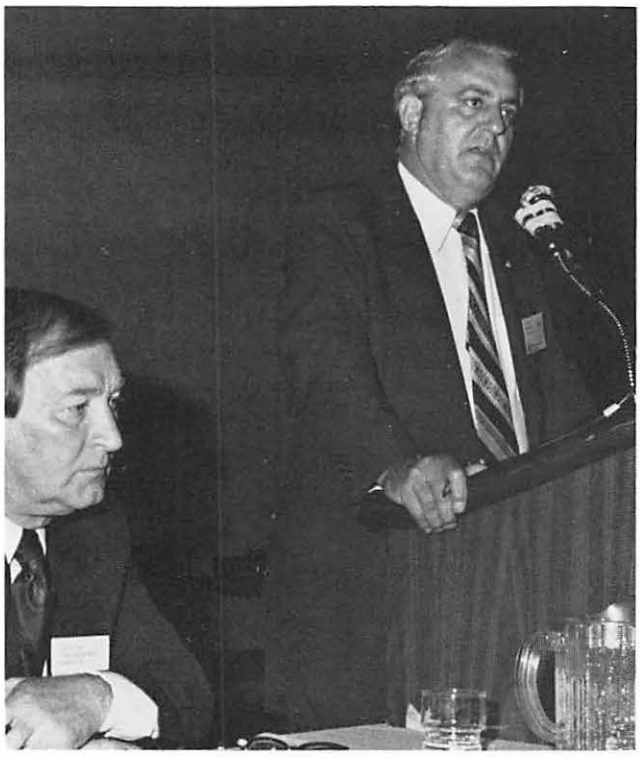
The level of funding available may be a question. As we are aware, an effort in the Congress to balance the Federal budget has recently been undertaken. In fiscal year 1980 the highway program was reduced by a billion dollars in obligations to provide a $450 million reduction in outlays for fiscal year 1981. If this effort to balance the budget continues, I believe that a continuing reduction in the highway program will be possible. If that occurs, we in the Congress must decide how to allocate the funds among the various categories as we authorize future Federal-aid highway costs.

There are other problems facing the highway program. Of even greater concern may be the reduction of revenues to the Highway Trust Fund as stepped up efforts are made to reduce driving to conserve our energy resources and reduce our dependence on foreign oil. In fiscal year 1980 a reduction below $7 billion in income from users taxes to the Highway Trust Fund is estimated to occur. This is the first time in many years in which income has been this low. If this trend continues, the

Crossing signals with 12-inch roundels were on display in the lobby of the hotel in Knoxville, TN at the registration area. Flashers operated while sessions were in progress.

Congress must examine the makeup of the Highway Trust Fund and the future highway program to which we are committed. I believe that our citizens are committed to energy conservation and the Senate Committee on Environment and Public Works will, therefore, begin hearings later this year. We shall assess our future highway program and its revenue requirements. I urge those of you here interested in highway safety to make your views known to the Committee before and during these hearings.

We have constructed a highway system in this nation which has been valuable in moving the products of the farm and industry to markets and providing mobility for our people. We must maintain our investment in this system and continue to provide programs which make these roads safe for the motoring public. **I endorse the goal of the rail-highway crossing program. I will work with you to continue the funding of projects which provide safety at the rail-highway crossings in this country.**



Signalmen install and maintain crossing warning systems. R. Thomas Bates (at podium) president, Brotherhood of Railroad Signalmen, stressed the need for federal rules for inspection and maintenance of crossing warning devices. Moderator of this group of speakers was Joseph W. Walsh (left) former BofRS vice president, now associate administrator for safety, FRA.

Signalmen call for crossing maintenance regulations

Abstract of address by **R. Thomas Bates,** president, Brotherhood of Railroad Signalmen.

The Brotherhood of Railroad Signalmen represents the people who install and maintain the automatic grade crossing warning devices on all major railroads in the United States.

Of the approximately 200,000 rail-highway crossings at grade in the United States, a little over 50,000 are equipped with automatic warning devices consisting of automatic gates, flashing-light signals, wig-wags, bells or a combination of these devices. These devices are there to alert the motoring public that trains are approaching these crossings.

Any collision between a motor vehicle and a train results in the motor vehicle coming out second best. In the United States we are killing approximately 1,000 annually in rail-highway crossing accidents. Now this might seem miniscule compared to the 50,000 people that are killed in accidents on the highways. However, the fatality rate is 8% in rail crossing accidents. The chances of being killed in an accident with a train are much greater than they are on the highway. For example, for the year 1978, there were 12,435 rail-highway crossing accidents in which 1,021 people were killed.

Public responsibility for grade crossing safety was pinpointed by the Interstate Commerce Commission in report No. 33440 dated January 1964, and sustained by the U. S. Supreme Court in 1966. Key findings in the report included: **"That the principal cause of grade crossing accidents is failure of motor carrier operators to stop or exercise due care and caution or to observe and comply with existing safety laws and regulations.**

"In the past it was the railroad's responsibility for protection of the public at grade crossings. This responsibility has now shifted. Now it is the highway, not the railroad, and the motor vehicle, not the train which creates the hazard and must be primarily responsible for its removal.

"Highway users are the principal recipients of the benefits flowing from rail-highway grade separations and from special protection at rail-highway grade crossings. For this reason the cost of installing and maintaining such separations and protective devices is a public responsibility and should be financed with public funds the same as highway traffic devices," ICC reported.

Beginning in 1973 the U.S. Congress authorized expenditures of federal funds, some of them from the Highway Trust Fund, to provide improved safety at rail-highway grade crossings. Some of these funds were spent for the installation of automatic warning

BIRCH BAYH IN THE SENATE:

DEDICATED TO EMPLOYMENT AND WORKERS' RIGHTS

BIRCH BAYH PROTECTS JOBS AGAINST IMPORTS

Birch Bayh has worked tirelessly to protect American workers and American jobs from the effects of UNFAIR TRADE PRACTICES by other countries. He has pushed for STRONGER ANTI-DUMPING LAWS and rapid collection of penalties. He has supported QUOTAS on imports when they have been necessary to protect American jobs. He has been a staunch advocate of BUY AMERICAN laws so government spending will create American, rather than foreign, jobs. And he is working for a FAIRER ADJUSTMENT ASSISTANCE law to cover all workers who are hurt by imports.

Birch Bayh is an important ally of workers who are attempting to protect their livelihood and their way of life in the face of surging imports.

BIRCH BAYH: STANDS WITH WORKERS

Senator Bayh has stood up for American workers time after time. In addition to his strong stands for health and safety and against jobs lost to imports, he has:

- *Pushed hard for LABOR LAW REFORM
- *Voted for COMMON SITUS PICKETING
- *Repelled attacks on DAVIS-BACON
- *Voted against a SUB-MINIMUM WAGE
- *Supported job-creating PUBLIC WORKS
- *Voted to reform TAXATION OF MULTI-NATIONAL CORPORATIONS

On these issues and many more, Bayh has always voted to insure workers' rights and to create and preserve American jobs.

BIRCH BAYH SAFEGUARDS HEALTH AND SAFETY ON THE JOB

Birch Bayh firmly believes that every worker should have the right to a safe and healthy workplace. He has supported each legislative effort to guarantee that right. But this right is under strong attack from the conservatives in Congress. Bayh's opponent in this Senate race has repeatedly voted with the conservative block for deep cuts in funds for health and safety inspections and for enforcement. Bayh's opponent has also endorsed the "STOP OSHA" effort of the American Conservative Union.

DAN QUAYLE: A BAD BARGAIN

If Indiana voters trade Birch Bayh's record and experience for that of his opponent, it will be a bad bargain indeed for working men and women. His opponent is dead set against the rights of workers to organize and bargain. He is against safety and health protections on the job. He has voted against every program that guarantees fairness for the American worker.

The choice is a clear one. If you elect Dan Quayle, you will add another voice for big business in the Senate. If you re-elect Birch Bayh, you can count on a strong and continuing voice for full employment and for justice in the workplace.

KEEP BIRCH BAYH IN THE SENATE

FOR EMPLOYMENT AND WORKERS' RIGHTS

JOHN CULVER IN THE SENATE

John Culver Stands With Iowa Workers

John Culver has always stood up for the American worker in the Senate. He has a firm belief in economic fairness for the working man and woman. He has a proven record of putting fair legislation on the books. Whether the subject is full employment or health and safety, taxation or inflation, consumer protection or labor-management relations, Iowa's workers can be sure that John Culver will be a strong voice on their behalf in the Senate.

Repelling the Attack on Health and Safety

John Culver firmly believes that every worker should have the right to a safe and healthy workplace. But this right is under strong attack from the conservatives in Congress. Culver's opponent has voted with the conservative block for deep cuts in inspection and enforcement funds, and has endorsed the "STOP OSHA" effort of the American Conservative Union.

Iowa's workers need Senator John Culver to defend their safety and well being against this bitter attack.

Charles Grassley: A Bad Bargain

If Iowa voters trade John Culver's record and experience for that of his opponent, it will be a bad bargain indeed for working men and women. His opponent is dead set against the rights of workers to organize and bargain. He is against safety and health protections on the job. He has voted against every program that guarantees fairness for the American worker.

The choice is a clear one. If you elect Charles Grassley, you will add another voice for big business in the Senate. If you re-elect John Culver, you can count on a strong and continuing voice for full employment and for justice in the workplace.

Keep John Culver in the Senate

John Culver: A Faithful Record

Over the years John Culver has voted and worked for:

- **Labor Law Reform**
- **A strong minimum wage**
- **Full employment**
- **National Consumer Co-op Bank**
- **Aid for middle income college students**
- **Strengthened anti-trust laws**
- **Tax reform**

He has helped to defeat a variety of anti-worker bills:

- **Right-to-Work (for less) laws**
- **Mindless slashing of needed programs**
- **Elimination of food stamps for strikers**
- **Curbs on the effectiveness of OSHA**
- **Efforts to weaken prevailing wage (Davis-Bacon Act) protections**
- **Decontrol of domestic oil prices**

devices. The program of increasing safety at federal expense at highway crossings was continued in the Highway Act of 1976 and in the Surface Transportation Assistance Act of 1978. Best estimates are that the program since 1973 has provided approximately $150 million in federal funds for the installation of automatic warning devices at rail-highway crossings.

Signalmen have witnessed the improved safety at crossings in most cases more than the average citizen, since we are exposed to the crossings more frequently than most people.

The safety at grade crossings must continue to be improved, and we suggest two areas for improvement in the grade crossing program.

After expending the funds for installation of the grade crossing protection devices, the cost of maintenance and repair is shifted to the railroad carrier. It is true that a few states pay a portion of the cost of maintenance and repair for the devices, but in most instances, the railroad company assumes the burden.

The devices are installed to protect the motoring public, and it seems to us only fair that the motoring public pay the cost of maintaining those devices.

Thirteen states and the District of Columbia provide funds for maintenance of rail-highway grade crossing warning devices. Generally, three terms of payment are used: a flat amount per type of device at a crossing, a fixed percentage of maintenance costs per year per crossing, or a maintenance cost figure reached by negotiation between the state and the railroad. Typical average figures for state payment per rail-highway crossing per year for maintenance are: Flashing-light signals only on a single track — $450; Flashing-light signals with gates on single track — $800; Flashing light signals with gates on multiple tracks — $1,000.

It seems inconceivable that we would spend millions of dollars of federal money to install crossing-warning devices and then the federal government would deny any reponsibility for the maintenance of the safety devices.

We also take issue with the fact that there are no rules, standards or instructions which require the proper maintenance, inspection, or repair of the grade crossing protection.

A few years ago the Brotherhood of Railroad Signalmen, a committee of the Association American of Railroads Signal Section, and the FRA cooperated to fashion rules to be included in the present Code of Federal Regulations which cover the installation, maintenance and testing of railroad signal equipment.

One of the reasons for our interest is that the members of our Brotherhood who install and maintain signal equipment, are also the people who install and maintain automatic warning devices at rail-highway grade crossings. Our members are the only ones qualified by training and experience to maintain these devices.

In September 1978, the Federal Railroad Administration decided the proposed regulations were not needed and terminated its rule-making procedure.

To emphasize the inconsistency of the Federal Railroad Administration's policy, the Hours of Service Act applicable to signalmen is administered by the FRA. Basically, that law provides that signalmen may only work 12 hours without rest. However, one provision of the law allows additional hours when certain emergencies might occur.

It is interesting to note that FRA, in interpreting what constitutes an emergency states, and I quote:

"An emergency, for purposes of signal service, is considered to be any condition causing a material disruption of service or consisting of a significant safety hazard. Examples of emergencies include malfunctioning grade crossing protective devices."

A few states have, and the Canadian federal government is considering, standards for installation, maintenance and testing of automatic crossing warning devices.

The Brotherhood of Railroad Signalmen furnished the Federal Highway Administration with a copy of the proposed rules for maintenance, testing and inspection of grade crossing warning devices in October 1978. This was done at the request of the Federal Highway Administration which issued a notice of proposed rule making and an inquiry into this facet of highway warning systems. There has been silence from the FHWA since our initial response.

Through its Manual of Uniform Traffic Control Devices, the Federal Highway Administration has included installation and operation of rail-highway grade crossing warning systems. This is in part 8 of the MUCTD manual covering traffic control devices at rail-highway grade crossings. Here is an interesting, or should we say ironic, situation. The Federal Highway Administration has standards for design and installation of these devices, but has no requirements that they be maintained properly so that they are always functioning in a safe manner to alert the public to the hazards at rail-highway grade crossings.

With all this emphasis on malfunctioning warning devices, such as broken gate-arms, lights out, etc., one wonders why FRA does not answer yes to this logical question: If malfunctioning warning devices at rail-highway grade crossings are considered emergencies under the Hours of Service Act, and must be repaired, why are there no federal standards for maintenance and inspection of these devices?

The Brotherhood of Railroad Signalmen

strongly urges that there be federal regulations covering maintenance of automatic rail-highway crossing warning devices. We are willing to cooperate with the Federal Railroad Administration and the Federal Highway Administration on this vital safety matter. Hopefully, from discussions at this meeting, the officials of FRA and FHWA may accept the logic of our position and take action. Working together, rail labor, railroad management and government can improve safety at rail-highway grade crossings.

Locomotive engineers, being up front in trains, are very much concerned with rail-highway crossing safety. John F. Sytsma, president, Brotherhood of Locomotive Engineers, gave the engineer's viewpoint.

Head-end crew suffers in crossing accidents

Abstract of address by **John F. Sytsma,** president, Brotherhood of Locomotive Engineers

Some 35,000 Brotherhood of Locomotive Engineers members operate locomotives in all classes of service throughout the United States. We have a lot at stake with regard to highway grade crossing safety because our members are literally "what's up front" when it comes to grade crossing collisions.

In my remarks, I certainly do not wish to appear callous (as if to have a total disregard for the safety of the traveling highway public, as opposed to the welfare of our members), as we too are members of that segment of society experiencing the frustrations and delays at grade crossings. But it should never be under-emphasized that our members have a right to be on those grade crossings while in the vast majority of cases, the motorist involved in the collision is for all practical purposes a trespasser.

Problems in connection with grade crossing safety have plagued the railroads since the turn of the century. Even before the advent of the automobile, the Brotherhood, through its members who are employees of various railroads, have taken an active interest and role in seeking solutions to this problem. The big difference is that in those by-gone days, a collision with a team of horses and a wagon seldom meant derailment of the locomotive and serious injury or horrible death for the head-end crew of the train.

Our participation and involvement over the years in Operation Lifesaver has covered a large spectrum of our membership, from international officers, general chairmen, state legislative chairmen to participation by local divisions and individual members. From reports submitted by individual locomotive engineers, one senses a sincere and gratifying feeling of productive accomplishment as well as one that is quite rewarding. Locomotive engineers who daily face the reality of involvement in highway grade crossing accidents have related their experiences to young, inexperienced or newly qualified drivers in highway driver educational programs and seminars. There is a sense of accomplishment in these experiences when one can hope he has contributed to the lessening of the terrible losses in life, limb and property resulting from grade crossing accidents.

It is almost beyond comprehension that the problem continues when so much has been done in this area of safety, such as grade crossing separations, warning devices, warning signs and the basic fact that trains operate in a given area on a fixed guideway. More difficult to comprehend is why would anyone in a highway vehicle, attempt to occupy the same location at the same time as a locomotive or train, with the exception of the most extraordinary circumstances, and possibly suicide. It's just incredible.

It seems that the driver of a highway vehicle has become so involved in closing out the outside world with his radio, tape player and air conditioning, that he has become oblivious to his own personal safety and that of his passengers.

In more recent years, the highway grade crossing accident has taken on new dimensions. The hazards incident thereto are no longer confined to a localized area at the grade crossing. Entire communities are now subjected to some of these dangers by virtue of the hazardous materials, increasingly being transported by rail. In today's crossing accident with the diesel-electric locomotive, it is not uncommon for the locomotive and/or cars in the train to be derailed, including cars

carrying flammables, explosives and highly toxic materials. These cars could be a half a mile or more from the actual scene of the accident, and could be in a populated area. In our assessment and evaluation of grade crossing accidents and our prevention programs, we should take this factor into account. For example — while the actual number of accidents may be decreasing, the overall severity of the accident and losses may be increasing, and here again, the increase in the severity of the accident impact directly upon the head-end — the locomotive engineer.

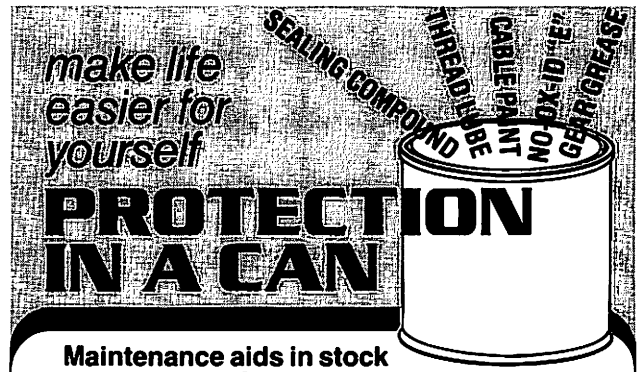
Another factor which we should be considering in assessing and evaluating our programs are the changes taking place in the exposure factor. While the number of highway vehicles may be decreasing due to the fuel situation, some vehicles are becoming larger, longer and heavier. These factors would tend to increase their capability to derail a locomotive and cars in the train. Moreover, an offsetting factor to the decrease in highway vehicles may be an increase in the number of trains. It has been recently reported, for the first time in many years, that the railroads share of inter-city traffic has been reversed and is creeping upwards — this could mean more trains. Hopefully, we will see shorter, faster and more frequent trains as progressive railroads attempt to be more competitive with highway transport.

One of the areas to which I have alluded, that of observance and enforcement of driving safety laws on the highways, is certainly an area we firmly endorse. This has become a very plaguing and vexing problem for some individual locomotive engineers.

Recently, an engineer attempted to change the liability insurance of his private auto from one company to another. Because of a good driving record the premium was lower and the agent was more conveniently located. All went well with the acceptance of the premium payment, however, prior to the 90-day grace period, the home office notified him of cancellation because the state motor vehicle department's computer indicated three accidents in a nine month period — hence, he was a "risky driver" and they would not accept him unless the rates were practically doubled. Well — the engineer knew he had not been involved in any accidents; however, there was the possibility that either his wife or teenage son was hiding something from him so he started an investigation. After being totally assured nothing like this had taken place, he further questioned the insurance company about the three accidents. They again approached the "trusty" computer and, again, it reported the three accidents, with specific dates, times, and places. It then became apparent to our engineer that a gross injustice was being perpetrated. Two of the occurrences were accidents when he was the locomotive engineer in charge of operating the locomotive in the performance of his duties as such for a rail carrier. The investigating officer had asked for some identification from him and, trying to be of assistance, had shown his motor vehicle license as identification, and thought nothing more of it. The crowning blow came when attempts were made to account for the third charged mishap. It appears that on a dark rainy night in late fall, someone had driven through the protective gates, ignoring the warning flasher lights, struck the train some fifty car lengths behind the locomotive. The crew was unaware of the incident, however, inspection did indicate markings in the vicinity of the middle of the train and the conductor, making out the report, rightfully gave the engineer's name and the computer blithefully charged him with another accident.

After several letters, and strategically placed telephone conversations, the matter was corrected. But for the engineer — he could only wonder — who is next, is the giant computer with its flashing lights, CRT terminals, spinning magnetic disks, and tapes watching over him, adding to his frustrations, and further involving him personally?

The B of L E firmly endorses this national conference program, and will continue to lend support to the objectives set forth in this, and past programs.



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FRA view of the crossing safety program was presented by Joseph W. Walsh, associate administrator for safety, Federal Railroad Administration.

Crossing safety problem is changing says FRA's Walsh

Abstract of address by **Joseph W. Walsh,** associate administrator for safety, Federal Railroad Administration

An examination of the status and progress in rail-highway programs, as well as the complaints, reveals that as progress has been made, the program has changed; it is maturing. Although safety is and will continue to be an issue, FRA has heard a lot about public mobility, highway capacity, community disruption, and rail operating limitations. **The emphasis of the program is developing and changing.**

Similarly, **financial concerns are also changing.** Just a few years ago, the question "Who is going to pay for a warning device?" was repeated continually. Now, as the impacts and benefits of a substantial federal program are being realized, the question heard most often is "Who is going to pay for the maintenance of all these warning devices?" It's a legitimate question. More and more questions are surfacing about liability and the feeling by some that the railroads should be the ones to pay. Our perception of the problem is changing.

As the problem changes, so does our perception of the solutions. For a long time now, we've agreed that the problem is a mutual one, one which is shared by the industry and the public. This situation calls for mutual solutions.

One recent change is that fixed, train-activated automatic warning devices are recognized as only one of many alternative solutions. All of us are hearing more about crossing closings, surface improvements, grade separations, crossing illumination, innovative devices, locomotive-borne warnings, train-borne reflectors, strobe lights, driver training and education, proper signing, and enforcement.

As the emphasis on these problems change, the sources of future funds may also change. For example, it is possible that a future program may call for relief at energy-impacted crossings, rather than those presenting a safety problem. It is almost certain that we're going to be dealing with less money when we consider the combined impacts of inflation, budget constraints, decreased fuel tax revenues, and changing priorities.

FRA sees a growing need for more uniformity in program management. The program requires a clear definition of objectives and needs. This will help to determine a more equitable distribution of dollars to those areas where the need is greatest. An example was set by Congress in the 1978 Highway Safety Act, when a provison was made directing half of the total funding to be distributed, based on the number of public rail-highway crossings in each state. Currently, there is no assurance that all of those crossings, which form the basis for each state's allocation, will be equally eligible in the eyes of the state for these federal dollars. Also, the program managers need more leverage, or more effective enforcement procedures and encouragment for use with their current resources to insure consistent and universal application of program resources, guidelines, and goals.

FRA feels that the point needs to be stressed that federal monies are available for all public crossings, in all states, and for all safety improvement alternatives. The Congressional mandate, which was stated in the 1973 Act, that originated this program, called for the installation of signs for all railroad-highway crossings. In Section 203 of the 1978 Act, Congress repealed the subsection of the law which limited funding to those projects that were on the federal-aid system, and added a provision making crossings on all public roads eligible. Any federal, state or railroad policies, practices, or statutes which are not in accord with these provisions must be reviewed and changed, if necessary. Those of us with program responsibilities need to initiate these reviews to assure an optimum program.

Another area which becomes more critical as the program matures, is that of project selection. Several years ago, project selection was much simpler, because there were so many crossings which obviously would benefit from the installation of active warning devices. Today, with many of these projects already complete, the selection procedure has become more subtle and complex. Anticipating

The northeast regional workship found these interested attendees (from the left): John E. Hansen, BofRS vice president; Jake Sharpe, director of railroad safety, Chicago region, FRA; Wallace F. Holl, director of railroad safety, FRA Philadelphia region; Joseph W. Walsh, associate administrator for safety, FRA; and Harvey H. Parker, general chairman, C&O-GTW-IHB-C&WI.

Rail-highway grade crossing handbook workshop found signalmen represented by Harvey H. Parker (left) C&O-GTW-IHB-C&WI general chairman; and John E. Hansen, BofRS vice president.

Northeastern states regional workshop found B. G. Crawford, administrative assistant to president, Brother of Locomotive Engineers, relating personal experiences as an engineer, to a very much interested audience. States covered in this workshop included CT, IN, MA, ME, MI, NH, NJ, NY, OH, PA, RI, and VT.

this need, FRA joined by the Federal Highway Administration and working through the Transportation Systems Center, has been developing a resource allocation procedure to aid program managers in their project selection procedures. We do not claim to have a perfect solution or a way to avoid decision-making responsibility. It is an analytic tool intended to aid the program managers in their selection of sites for further review, possibly by a diagnostic team. **The Procedure starts with the data contained in the DOT-AAR national rail-highway crossing inventory, incorporates the hazard index developed at TSC, considers the installation and maintenance costs for warning devices, and the effectiveness data recently developed at TSC after review of the crossing inventory and accident history data.** Documentation and testing of this whole effort is proceeding rapidly and we hope to conduct a series of symposiums throughout the country this fall.

Further, I would like to point out that we have found these procedures very useful on those occasions when FRA had to review alternative rail lines and routings, as well as current cumulative crossing hazards and projected changes in traffic loading. Significantly, the availability of these procedures has allowed DOT to objectively consider crossings and their respective hazards, the existence of which otherwise would have been overlooked. These procedures will provide a more systematic

Regional workshops held discussions on coordination among the several parties to implement the federal funding for improving safety at rail-highway grade crossings. W. W. Lauer, BofRS director of research, attended the northwest regional workshop that included the states of IA, ID, IL, MN, MT, NE, ND, SD, OR, WA, WI, and WY.

appreciation and consideration of crossing hazards.

Both maintenance and liability are high on the list of industry and FRA concerns. The extent of these costs and the alternatives available which might achieve some relief for the rail industry are being examined by FHWA and FRA. On the 6th of June, I authorized the publication of a report entitled, "Rail-Highway Crossing Warning Device Life Cycle Cost Analysis." Two other papers, "Rail-Highway Crossing Warning Device Maintenance Cost and Funding Alternatives Survey" and "Rail-Highway Crossing Accident Liability Management Survey," are now being reviewed by both Federal Highway and FRA staffs. From these papers we hope to obtain a better understanding of the impact that these factors have on the rail industry. We can then begin to look for and consider methods to alleviate some of the pressures.

FHWA looks at the safety program for crossings

Abstract of talk by **Lorenzo Casanova,** associate administrator for safety, Federal Highway Administration.

It is interesting to note that since the first national conference in 1967, the number of fatalities resulting from crossing accidents has been reduced from about 1,500 per year to less than 1,000 per year. Even more encouraging, preliminary 1979 accident and casualty figures released by the FRA indicate this trend is continuing. Compared to 1978, these figures reveal not only a 4% reduction in crossing accidents, but also a 15% drop in fatalities at railroad-highway crossings.

The continuing reduction in accidents and casualties is due to the increased number of rail crossing improvements funded under the Federal-aid highway program. States have increased the total obligation of funds in the Rail-Highway Crossings Safety program each year since it was established by Section 203 of the Highway Safety Act of 1973.

By May of 1977, only 51% of the Section 203 funds apportioned to the States had been obligated for crossing improvements. Even more disturbing was the fact that completed projects at that time accounted for only 16% of the obligated funds.

The States have now obligated more than 70% of the Section 203 funds apportioned through fiscal year 1980. During fiscal year 1979, more than $180 million was obligated by the States in the Section 203 program. Even more encouraging is the fact that the States obligated more than $101 million during the first half of the current fiscal year.

Obligating funds represents only FHWA's approval for the State to proceed with the work. The State and railroad must still agree on design details and enter into the necessary formal agreements.

Once the State authorizes the railroad to proceed with construction, the burden of installing the warning devices or otherwise improving the crossing in a timely fashion, usually falls upon the railroad and its suppliers.

A review of FHWA fiscal records shows that the completion of authorized work still seems to take an unusually long time. As of March 31 of this year, the percent of obligated funds represented by completed projects was only 20%. This means that of the $650 million obligated in the Section 203 program, there is more than half a billion dollars worth of projects in an indefinite and unproductive status somewhere between "work authorized" and "work completed."

This large volume of incomplete work tells us there is still an urgent need for improved State-railroad coordination and for the greater commitment of resources by those involved in the design and construction phases of the program.

As for the completed projects, another facet of the program deserves our close attention. To date, only 34 States have provided evaluation data on completed crossing projects. More critical is the fact that four States alone have accounted for half the total dollar value of projects evaluated.

Southeast regional workshop found Charles S. Chandler, BofRS vice president, describing the role of signalmen in the installation and maintenance of crossing warning systems. States covered in this workshop included AL, DC, DE, FL, GA, KY, MD, MS, NC, SC, TN, VA and WV.

Southwest regional workshop discussed ways to cut time from initial application made by the state until the job is completed. Witt B. Harwell, Jr., BofRS vice president, attended this workshop that includes the states of AR, AZ, CA, CO, KS, LA, MO, NM, NV, OK, TX and UT.

The workshop on legal/liability concerns was of interest to signalmen as they maintain crossing warning devices. Shown here (left to right) are: Val Van Artsdalen, BofRS grand lodge representative; George G. Gross, general chairman, Seaboard Coast Line; and V. M. Speakman, Jr., BofRS grand lodge representative.

Consequently, the nationwide evaluations performed to date are based on limited information, and much more data are needed from all the States.

In terms of construction dollars required to prevent one accident per year, railroad-highway crossing improvements are generally more costly than are certain other highway safety improvements, according to current evaluation data. Nevertheless, **benefit-cost studies show that most projects for installing active warning devices produce safety benefits greater than their costs and are very effective in reducing accidents.** In recognition of these benefits, nearly 60% of all Section 203 funds obligated by the States has been for the installation of active warning devices.

We are concerned, however, that the installation of these devices is being considered by too many to be the final solution to the crossing accident problem. While they do prevent accidents, they are by no means a panacea. In 1978, nearly 47% of all rail crossing accidents occurred at crossings which had active warning devices.

One reason accidents continue to occur at crossings with active devices is because these crossings usually have the greatest vehicle-train exposure. Another reason for the continuing accident problem at these crossings may be that some drivers do not always perceive the warning devices, even when they are operating. FHWA is addressing this problem by undertaking research to seek methods to increase the conspicuity of the flashing-light signals used at railroad-highway crossings. Problems related to educating drivers to the hazards they face at railroad-highway crossings, are being addressed by those involved in the Operation Lifesaver Program.

It is therefore evident that active warning devices are not the only solution to railroad-highway crossing accidents. Our limited evaluation data indicate that countermeasures other than installing active devices can provide positive safety benefits. Some of these other improvements do include: improving the sight distance both to the crossing itself and to the approaching trains; making alignment and/or profile improvements on approach roadways; adding supplementary warning signs; shielding background features which may compete for a driver's attention; and improving crossing surfaces.

Low volume crossings with passive warning devices still account for the majority of crossing accidents. Given the resources available, and the States' present criteria for installing active devices, many of these crossings will continue to be guarded passively. This does not mean, however, that we should dismiss the possibility that safety at these crossings can be enhanced by actions other than installing active devices.

When accident data or other factors indicate the need for improvement at a railroad-highway crossing, a thorough inspection of the crossing should be made by a competent diagnostic review team. The types of improvements I mentioned earlier, as well as others, such as: providing crossing illumination; increasing the reflectivity of warning signs and crossbucks; or controlling highway access near the tracks, should be considered by themselves, in combination, or in addition to active devices. In addition, although it is usually difficult to accomplish, we should always examine the possibility of closing a crossing. Such diligent efforts during field reviews could result in considerable benefits in terms of accident reduction per dollar expended.

Another effort most vital to increasing railroad-highway safety is that of updating the national crossing inventory. This valuable data file has been allowed to become out of date. Because

Rail union officials talk about rail-highway crossing safety during a break in the National Conference at Knoxville, TN, June 17-19. R. Thomas Bates (left) president, Brotherhood of Railroad Signalmen, has a willing audience of John F. Sytsma (center) president, Brotherhood of Locomotive Engineers; and B. G. Crawford, administrative assistant to president, BofLE.

of this, the inventory is becoming less useful as a tool for planning, research and program evaluation. Let me cite two examples.

In another instance, a report was requested by the Secretary of Transportation which required a review of the status and conditions of crossings in 12 major rail corridors. The data obtained from the inventory revealed that the information on most of the crossings had not been updated since the original inventory was made six years ago. The use of such outdated information certainly detracts from the quality of all reports using inventory data and from the credibility of subsequent recommendations based upon those reports.

Finally, the 1978 bulletin reveals that, at best, only 75% of all public crossings are equipped with standard crossbucks. Considerably fewer crossings are shown to have advance warning signs and pavement markings. In fact, according to this published, but outdated, inventory data, no State meets the minimum requirements for signing at public crossings. On the other hand, in FHWA's 1978 Annual Report on the Highway Safety Improvement Program, 10 States reported that the minimum signing at all crossings had been installed. Conflicts such as this in public documents contribute toward a general lack of credibility in the entire safety program.

As a result of this situation, FHWA Administrator Hassell asked FHWA field offices to review the Inventory status with each State and that they strongly encourage the States to update their crossing information in the national file. We are also working with other interested parties on an Association of American Railroads advisory committee convened to improve and streamline the procedures used by the States and the railroads to update the inventory.

Until this overhaul of the update process is completed, we are working with FRA to develop some interim simplified procedures the States can use to update a particular element of the data, such as crossbucks or pavement markings. One such procedure involves simply entering missing or out-of-date information on a preprinted computer form. Representatives from our office and FRA's Office of Safety visited several States recently to assist them with their update process and to promote the use of the simplified procedures.

We sincerely hope the States and the railroads will continue seeking ways to increase their participation in the national crossing inventory. Current information is vital to our mutual mission of planning and implementing a successful crossing program in the upcoming years.

Regardless what the future holds for the crossing safety program, more than half the funds authorized for the Section 203 program remain available for obligation by the States. In addition, all types of crossing improvements have been accomplished over the years with regular Federal-aid highway funds and such funds continue to be eligible for this purpose.

One of the first orders of business is to **update the inventory and keep it current.** We all need this information, and the results of diligent field reviews to decide on the most effective countermeasures. Finally, let's work together to reduce the time required to complete the improvements.

Let's not be complacent about crossing safety

Abstract of talk by **Richard E. Briggs,** executive vice-president, Association of American Railroads.

In no area of highway safety has greater progress been made than in improving safety at rail-highway grade crossings.

In 1967, there were a total of 51,559 highway fatalities in the United States. In 1978, there were a total of 51,500 highway fatalities — virtually no change.

By way of contrast, in 1967 there were 1,520 deaths from accidents involving motor vehicles at rail-highway grade crossings. In 1978, there were only 929 — a dramatic 39% decrease. And that decrease came about despite the fact that the potential exposure of motorists to rail-highway grade crossings had increased by 40%. Last year was even more encouraging as preliminary figures indicate that motor vehicle deaths at grade crossings dropped an

Attending the Southeast regional workshop were two general chairmen of the BofRS: Billy Joe Woodruff (left), Illinois Central Gulf; and George G. Gross, of Seaboard Coast Line.

Operation Lifesaver workshop found W. W. Lauer, BofRS director of research, representing signalmen.

additional 21% to 733 — bringing the decline since 1967 to 52% and putting the death toll at its lowest level since record-keeping began more than a half century ago.

There are those who might be tempted to say that the problem is well on the way to solution and that the time has, therefore, come to devote less attention to grade crossings.

And that, I submit, would be precisely the way to build the grade crossing death toll back up to previous levels. **Because the problems associated with rail-highway grade crossings are going to increase considerably during the coming decade.**

There are several reasons for this. One has to do with the nation's energy crisis.

As a result of the country's growing shortage of petroleum, it seems very likely that railroad freight traffic will grow dramatically during the 1980s. This reflects both the fact that railroads are up to four times as energy-efficient as trucks and the fact that the country will have to make greater use of coal as an energy alternative to petroleum — and railroads move more coal than all other modes combined.

This dramatic increase in traffic will almost certainly lead to increased exposure of motorists to trains at rail-highway grade crossings.

Another factor is maintenance. As you may be aware, the highway system is deteriorating at an accelerating rate. Various studies indicate that it is wearing out at a rate 50% faster than it is being maintained. To a large extent, this has occurred because of the proliferation of large trucks — trucks whose single-axle and gross vehicle weights are far beyond the design-limits of today's highway system.

This has two impacts upon rail-highway grade crossing safety. To begin with, highway safety deteriorates as the highway itself deteriorates. To the extent that these large trucks are causing deterioration at rail-highway crossings, safety will be adversely affected.

One other problem for grade crossing safety arises from the steady deterioration of the highway system. There is not presently enough money available from traditional sources to reverse deterioration, unless the method of assessing user charges is changed to produce more revenues from those most responsible for highway maintenance problems. There will be greatly increased competition for available funds — and this could make it more difficult to obtain needed funds for grade crossing safety.

One additional possible grade crossing problem should be mentioned – the impact from changing traffic patterns.

A prime example of this can be seen in the dramatic increase in western coal traffic over the last few years. Crossings that previously saw only a few relatively short trains a day now may be crossed by 10 or more trains a day, some of them as long as 100 cars.

Also contributing to the change in traffic patterns is the new rail merger movement.

Most of the money that has been spent in improving existing crossings has quite naturally gone to those crossings that are busiest today. As rail traffic grows and traffic patterns change, some crossings that do not have much rail traffic today will become far busier. And as that happens, the potential exposure of motorists to trains at unimproved crossings could increase considerably.

From the rail industry's viewpoint present cooperative efforts must be continued. Rarely have so many groups cooperated so well as they have in programs for improving safety at rail-highway grade crossings. Railroads, rail labor, the Federal Railway Administration, state highway officials, Congress, the National Safety Council, driver education groups . . . all have cooperated superbly in attacking his problem.

Nowhere has this cooperation been better exemplified than in the various Operation Lifesaver programs that have been started around the country. At last count, 27 states had adopted the programs — and the results have been almost universally encouraging.

Operation Lifesaver programs need to be continued. Ultimately, there ought to be some sort of Lifesaver program in every state that has a significant number of rail-highway grade crossings. No crossing at grade can ever be made totally free of the potential for an accident. Drivers still run into the sides of trains at crossings with perfect visibility; they still ignore flashing lights; they still drive around lowered gates.

Operation Lifesaver — with its emphasis on education and enforcement — can continue to make a major contribution toward eliminating the single greatest cause of most grade crossing accidents — driver error.

But education and enforcement cannot do the entire job by themselves. They are important. But, **in order to retain past gains and make further progress, increased emphasis must be placed on the third "E" of grade crossing safety: Engineering.**

Statistics show that a crossing with poor visibility will have more accidents than a similar crossing with good visibility. An unmarked crossing will tend to have more accidents than one with standard crossbucks. A passive crossing will generally have a higher accident rate than one with flashing lights. And one with flashing lights will tend to have more accidents than one with gates.

Funding is the key to better engineering since grade crossing improvements do not come cheaply. And in the view of the railroad industry, continuation of existing programs to earmark funds for crossing improvements remains the key to providing adequate money. More of the available funds are being spent on grade crossings each year. Last year, for example, 87% of the available off-system funds were obligated. The combined "on and off" system funds were 63% obligated last year.

Given the fact that in the past, obligations of unearmarked funds for grade crossings were inadequate; given the fact that last year was the first time that the annual target of 3,000 crossing improvements was ever reached; and given the fact that new crossing problems loom ahead of us over the next few years, it seems evident that the existing practice of earmarking funds for grade crossing improvements must be continued for the foreseeable future.

Grade crossing improvement is, of course, essential for further safety gains. But also important is maintenance at existing crossings.

Railroads are unique in this country. So far as I know, **railroads are the only private industry that must bear the cost of maintaining public highway facilities such as signals and highway surfaces.** Currently railroads spend over $100 million annually just to maintain active highway grade crossing traffic control devices. And many states won't even allow the use of Section 203 funds for surface improvements — or even maintenance.

The benefits from grade crossing maintenance programs accrue mainly to the motoring public and only marginally to the railroad. So it would seem appropriate if the public would bear some of these costs.

Unfortunately, little public funding at present goes into grade crossing maintenance. Only one state has assumed 100% of the maintenance costs and only 13 others provide even partial support.

Additional public commitment to crossing maintenance is necessary if deterioration of grade crossings is to be prevented. Railroads simply cannot afford to increase the proportion of their scarce resources that are already going into this area of highway maintenance.

Beyond this, it seems to railroads that more effort and money ought to go into studies and research efforts that enhance safety at grade crossings. Two current examples of what I'm talking about come readily to mind.

One involves FHWA review of the performance of various types of proprietary rail-highway crossing surfaces. This review could lead to recommendations as to the suitability of different types of surfaces.

Another program now underway involves a cooperative effort among the AAR and the American Association of State Highway Transportation Officials, funded by the AAR with the AASHTO providing staff assistance.

This research program will look into the various audiovisual devices used on board locomotives for grade crossing warning purposes. The study will cover whistles, bells, beacons, headlights and other alerting devices. Hopefully, this study can answer the question as to whether certain types of on board audiovisual devices are more effective than others. If the finding is positive, ultimately, some sort of standardization of these devices could take place.

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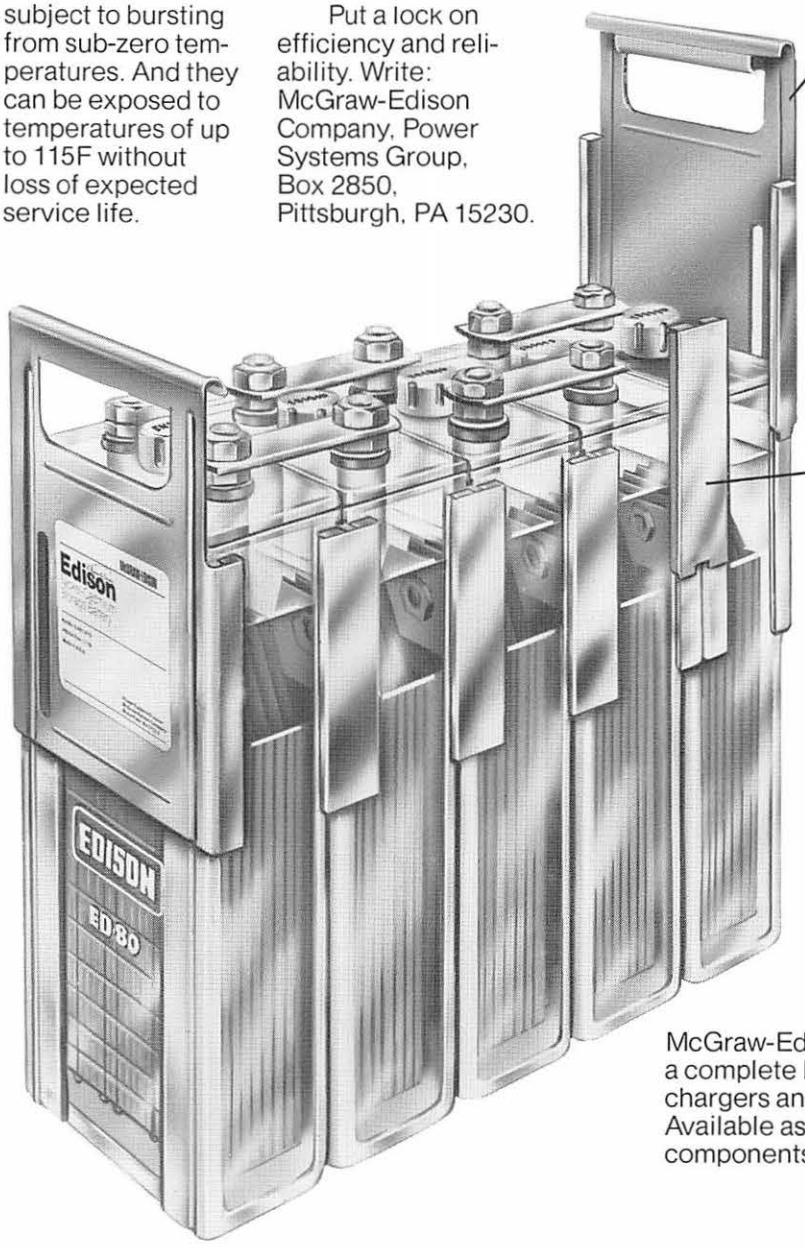

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Signalmen are busy on the C&C

Adjusting a Western-Cullen-Hayes presence detector at the Russell hump are: Douglas Kelly (left), signal maintainer, and Frank Hardy, signal maintainer. Brothers Kelly and Hardy are members of Russell Lodge 139.

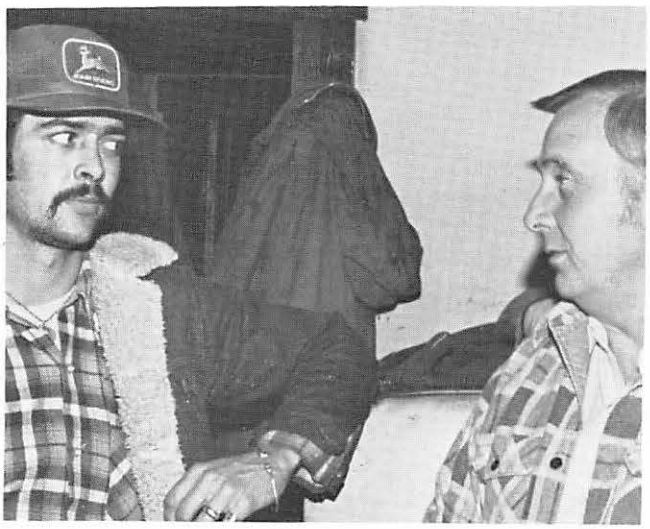
Checking a voltage reading at Cliffside Tower in the Ashland, KY area is Tom Keelin, signal maintainer, and a member of Tri-State Lodge 136.

Getting the viewpoint of a local lodge officer is Harvey H. Parker (left), general chairman, C&O, from Reford Dingess, Jr., signal maintainer for the C&O at the Russell coal classification yard and recording & financial secretary of Russell Lodge 139.

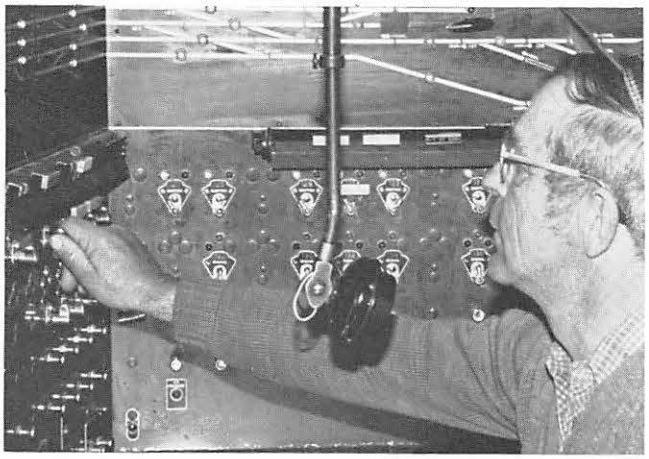
Cleaning switches and switch plates with a broom is Joe Johnston, Jr., signalman, while Allen Lucero (left), applies graphite switch plate lubricant. Brother Lucero is an assistant signalman with the C&O. Brothers Johnston and Lucero are members of Tri-State Lodge 136.

in the Huntington, WV area

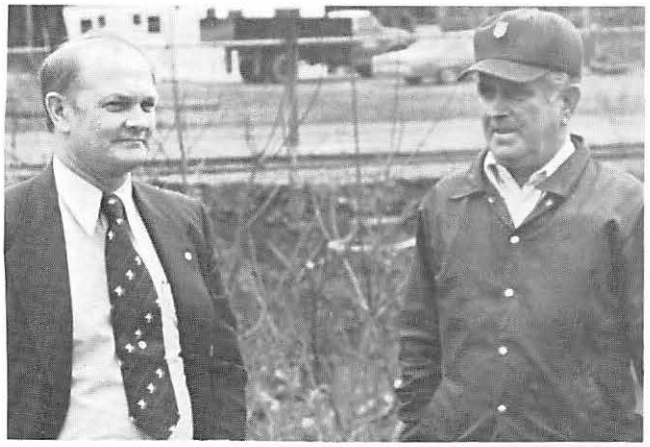
Scraping grit away from a color-light lens is Earl Coulter, signal maintainer at DK tower near Huntington, WV. Brother Coulter is also recording & financial secretary of Tri-State Lodge 136. His territory covers approximately 6 miles of main line double and triple track and includes 45 power switches as well as their associated signals.



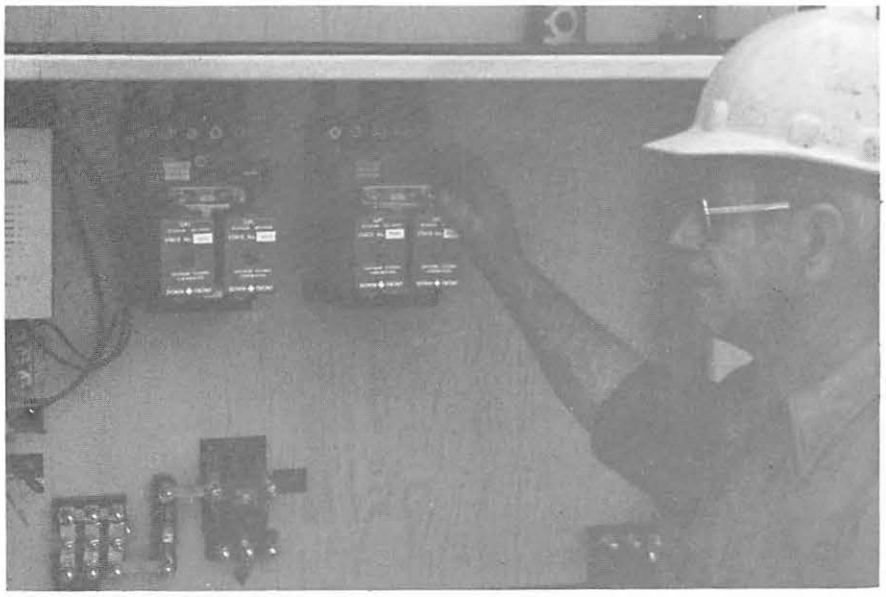
Intent on Frank Branham's response is Walter D. Rayburn, signal maintainer and local chairman of Russell Lodge 139. Brother Branham (right), is vice general chairman of the C&O and local chairman of Tri-State Lodge 136.



Testing switches between the control machine and the field is performed by C. R. McDaniel, signal maintainer for the C&O at Big Sandy Junction. Brother McDaniel is a member of Tri-State Lodge 136.

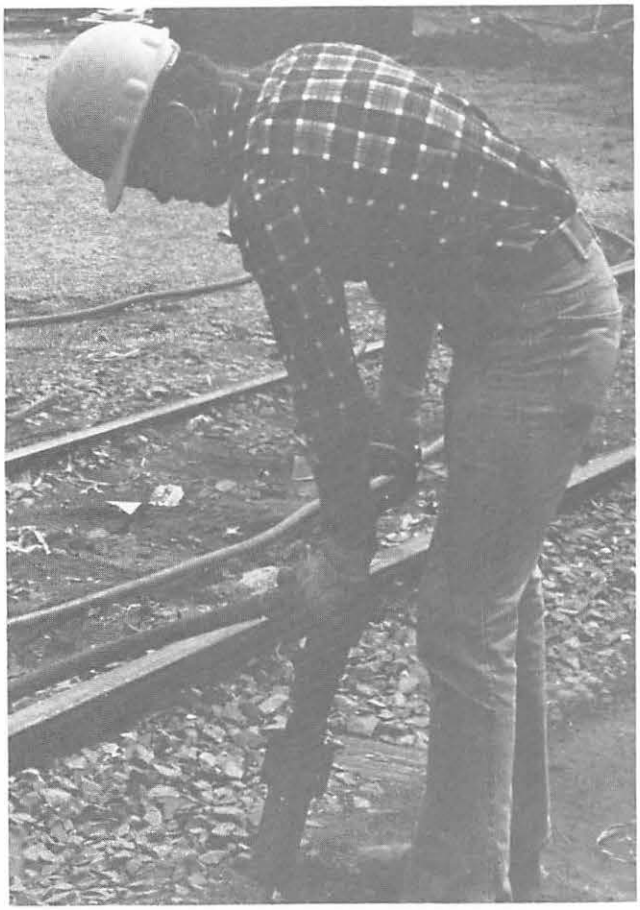


Getting an inspector's view is Harvey H. Parker (left), from George Hardgrove, C&O signal inspector, while Parker was making a visit to the Cliffside interlocking area near Ashland, KY on the C&O. Brother Hardgrove is a member of Tri-State Lodge 136.



Installing rail highway crossing warning systems in the Huntington, WV area is a C&O signal gang. Shown here is L. S. Willett, leading signalman, inspecting a case at Adams avenue. Brother Willett is local president of Tri-State Lodge 136.

Digging the trench for the cable also involves handwork as shown by Foy Lanham, signalman, who is a member of local lodge 136.



Working at the Washington avenue crossing is Michael Boone, signal helper, operating a jack hammer to break up rock and pavement where underground cable will be laid. Brother Boone is also a member of Tri-State Lodge 136.

Providing the air for a jack hammer is a compressor which is started by Carl M. Johnson, assistant signalman and a member of Tri-State Lodge 136.

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Considerable interest was shown in the April 12 meeting of four C&O locals in the Ashland, KY area. Members from local lodge 128, Tri-State Lodge 136, Russell Lodge 139 and Evans Lodge 221, attended the Saturday meeting in Ashland, KY.

Bringing greetings and information from Grand Lodge was Charles S. Chandler, BofRS vice president. He brought members up-to-date on current, national affairs that affect signalmen.

C&O locals meet in Ashland, KY

Explaining the Hours of Service Act to signalmen is W. W. Lauer, BofRS director of research. Brother Lauer used an overhead projector with slides to give examples of how the Hours of Service Act is applied. Also, he answered many questions from individual members.

Discussing the importance of the Federal Employers' Liability Act to injured signalmen is Irving Schwartzman, attorney with the firm of Savage & Schwartzman from Baltimore, MD.

Two C&O signalmen from the north and south meet. Nathan H. Mitchell (left), of Tri-State Lodge 136, stops to talk to Russell Hagley, local chairman of Hocking Lodge 216.

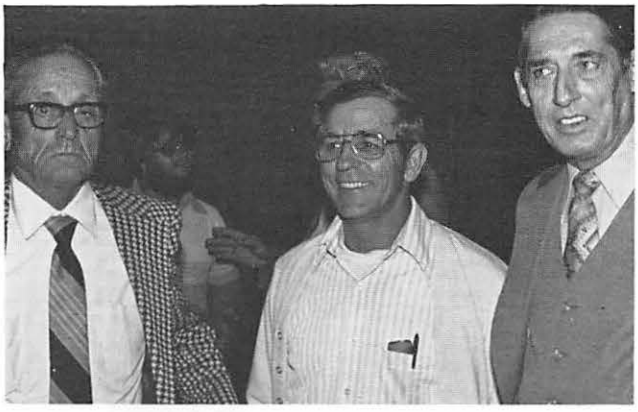
Discussing the railroad retirement program including benefits for retirees and their spouses is Richard N. Chafin, district manager for the Railroad Retirement Board at Huntington, WV.

Chairing the meeting was Harvey H. Parker (standing), general chairman Chesapeake & Ohio. Also shown here at the head table are (from the left): Richard N. Chafin, district manager Railroad Retirement Board, Huntington, WV; W. W. Lauer, BofRS director of research; Parker; and Charles S. Chandler, BofRS vice president.

Two members of Evans' Lodge 221 meet Harvey H. Parker (right), C&O general chairman. They are William H. Kazee (left), and E. C. Cooper.

Enjoying a conversation before the Ashland meeting began are (from the left): Walter D. Rayburn, local chairman of Russell Lodge 139; Bob Chapman, vice president of Evans Lodge 221; and Doug Kelly, member of local lodge 139.

Enjoying the conversation generated by George Chapman (left), Evans Lodge 221, is H. H. Parker (right), C&O general chairman. An interested listener is John Garvin of Russell Lodge 139.



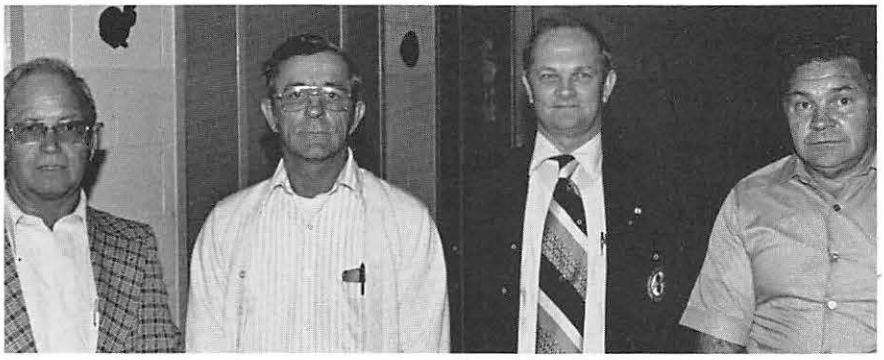
Caught by the TSJ camera at a break during the meeting are E. C. Cooper, member of Evans Lodge 221; C. R. McDaniel (center), member of Tri-State Lodge 136, and O. L. Adkins (right), member of Russell Lodge 139.

One of the many conversations that took place during a break at the C&O locals meeting in Ashland included Charles S. Chandler (left), BofRS vice president; Earl Coulter, recording & financial secretary of Tri-State Lodge 136; and George Hardgrove, C&O signal inspector.

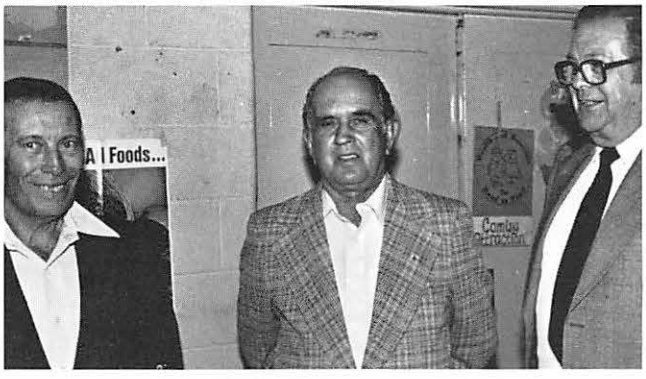
Caught by the TSJ camera at the Ashland, KY meeting are: Tom Keelin (left), member of Tri-State Lodge 136, and L. S. Willett, local president of Tri-State Lodge 136.

Following the meeting, 25-year membership pins were given to members by Charles S. Chandler (left), BofRS vice president, and Harvey H. Parker, (center), C&O general chairman. Those receiving the pins shown here are (from the left): Nathan H. Mitchell, local lodge 136, Tom Keelin, Tri-State Lodge 136, Claude Campbell, Russell Lodge 139 and Earl Coulter, recording & financial secretary of Tri-State Lodge 136.

Listening is George Chapman (left), of Evans Lodge 221, to Elwood Phelps of Russell Lodge 139.



Three members received 30-year pins representing continuous membership in the Brotherhood of Railroad Signalmen. They are shown here with Harvey H. Parker, C&O general chairman (second from right). The members are (from the left): L. S. Willett, local president Tri-State Lodge 136; C. R. McDaniels of local lodge 136, and George Chapman of Evans Lodge 221.



Membership covering 35 years in the Brotherhood was presented to two members in the form of pins by Charles S. Chandler (right), BofRS vice president. With him are John Garvin (left), member of local lodge 139, and George Hardgrove, member of Tri-State Lodge 136.

Not all Evans Lodge 221's members are cowboys but Harry Damron (left), makes that impression and brings smiles to fellow members Carl L. Warnock, Jr. (center), local president and Dick Egan, member of Evans Lodge 221.

Three other members of Evans Lodge 221 enjoy a chat during a break in the meeting. They are (from the left): Bob Chapman, Hersatl L. Hughes and George Chapman.

U.S. National Agreement Book has been updated.

Revisions to the Master National Agreement Book (the green 3-ring binder) are available. These 1979-80 revisions include the July 27, 1978 agreement, plus major revisons to other agreements in this book. Those who have purchased the MNA Book will receive copies of the revisions. To be sure that your book is up to date, here is a list of the pages that will be in an up-to-date book:

Master National Agreement Book (title page)
National Agreements in the U.S. (Bates-Best letter)
Contents 1980
A Summary of wage changes (page **A-1-74** through **A-4-74; A-5-79** and **A-6-79)**
B Summary of other benefits (pages **B-1-74** through **B-4-74** and **B-5-79)**
C Washington Job Protection Agreement (pages **C-1-74** through **C-10-74; C-11-75** through **C-21-75)**
D Vacations (pages **D-1-79** through **D-4A-79; D-5-74** through **D-103-74)**
E Union Shop Agreement (pages **E-1-74** through **E-15-74)**
F Holidays (pages **F-1-76** through **F-5-76)**
G Claim and grievance handling (pages **G-1-74** through **G-2-74; G-3-79)**
H Health and welfare (pages **H-1-79** through **H-3-79)**
I Force reductions (page **I-1-74)**
J Employment security (pages **J-1-74** through **J-10-74; J-10A-80; J-10B-80; J-11-74** through **J-24-74)**
K Travel time and away-from-home expenses (pages **K-1-74** through **K-14-74; K-15-79** through **K-16B-79; K-17-74** through **K-41-74;** and **K-42-79** through **K-44-79)**
L Off-track vehicle accidents (pages **L-1-79** through **L-6-79)**
M Jury duty (page **M-1-79)**
Mc Current national agreement (pages **Mc-1-79** through **Mc-33-79)**
N Overtime (pages **N-1-74** and **N-2-79)**
O Camp cars (page **O-1-74)**
P Apprentice programs (pages **P-1-74** through **P-4-74)**
Q Change of residence (page **Q-1-74)**
R Earnings deduction in discipline cases (page **R-1-74)**
S Supplemental sickness benefits (pages **S-1-74** through **S-2-74; S-3-79** through **S-36-79)**
T Union dues checkoff (pages **T-1-74** and **T-2-74)**
U Amtrak C-1, C-2 (pages **U-1-74** through **U-27-74)**
V Seniority Modification Agreement (pages **V-1-76** through **V-13-76)**
W Employee information (page **W-1-79)**
X Bereavement leave (page **X-1-79)**
Y Voluntary payroll deduction of political contributions (pages **Y-1-80** through **Y-5-80)**

Those desiring to obtain a complete up-to-date book with all revisions can send $8.00 to the Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056. Please make check or money order payable to the Brotherhood of Railroad Signalmen. Be sure to include your current mailing address. If a member, please include your certificate number

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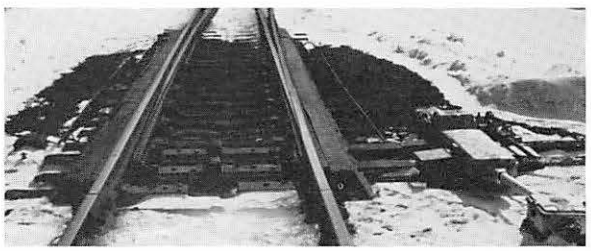

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Railroad retirement legislation

Metzenbaum puts in retirement aid bill, S.2979

In a move to help the Railroad Retirement Fund, Senator Howard M. Metzenbaum (Dem. Ohio) introduced 2979 to amend the Railroad Retirement Act of 1974 and the IRS code of 1954. Other sponsors of the bill are Quentin N. Burdick (Dem. ND), Charles McC. Mathias (Rep. MD), and William V. Roth, Jr. (Rep. DE).

The following is abstracted from the Congressional Record of July 25, 1980:

Mr. METZENBAUM. Mr. President, the bill I am introducing today along with Senators MATHIAS, ROTH and BURDICK is designed to avert the bankruptcy of the railroad retirement pension fund by amending both the Railroad Retirement Act of 1974 and the Internal Revenue Code of 1954.

Established in 1935, the railroad retirement program began primarily as a staff retirement plan intended to provide annuities that would induce older workers to retire, making their jobs available to younger workers. The program was needed because railroad workers were excluded from social security coverage. Originally, the program did not provide benefits to spouses, and survivors were entitled only to small payments. Over the years, disabled workers, spouses and surviving spouses, children, and parents were added as beneficiaries under the railroad retirement program, so that the program coverage today is comparable to that provided by social security.

But, as with social security, the large increase in beneficiaries has also created problems for the fund. The total amount in the railroad retirement account has dwindled from $4.1 billion in 1971 to less than $1.9 billion at the end of 1979. The following table illustrates the general decline of the account:

Railroad retirement account balance

Year:	April 30 cash balance (000)
1971	$4,091,000
1972	3,855,000
1973	3,587,000
1974	3,365,000
1975	3,063,000
1976	2,681,000
1977	2,263,000
1978	2,020,000
1979	1,960,000
1980	1,801,000

The underlying reason for this annual shortfall is the large number of retirees in the program as compared to the number of workers contributing to the fund.

According to a February 1979 GAO report, there were 1,015,983 individuals drawing benefits while only 536,000 workers were making pension payments into the fund. Although the ratio of active employees to retired workers will change by 1995, the fund is projected to be bankrupt by 1983.

This is a grave situation for the million retired workers and dependents who rely on this pension to provide the necessities of life. Most of these individuals have spent a large portion of their lives working in service to our great rail system. They are alarmed over the prospect of bankruptcy and Congress should also be alarmed. Because if we allow the fund to go broke, it will cause an additional burden on our social security and welfare system at a time when both of these are in dire straits.

The proposal which I am introducing is not meant as a long-term solution to the financial difficulty facing the fund. However, it will bring solvency to the fund while Congress considers a more comprehensive measure. It will maintain the current benefit formula until we can examine the benefit level more thoroughly. The bill only affects the tier 2 annuity component of the system which is the railroad industry pension (comparable to a private pension) and it does two things: First, the bill would maintain the cost of living increases for pre- and post-retirement. Second, it would increase the tax that employers are required to pay into the fund on behalf of active workers.

The current law provides for pre- and post-retirement cost-of-living increases. The cost-of-living increases occur once a year and will expire under current law. This bill simply extends the increases for 5 more years. I want to stress that although the increases are based on the Consumer Price Index (CPI) they are only percentage of the increase of the CPI. For example, the post retirement increase only amounts to 32.5% of the increase of the CPI. This legislation does not change or alter the benefit rate paid to the retirees. It simply extends current law.

These tier 2 benefits are currently financed through taxes on railroad employers. The second aspect of the bill provides that the rate of tax imposed on employers in behalf of active workers would increase from 9.5% to 12.5% in calendar year 1981 and automatically adjusted each year thereafter. The adjustment each year will be determined by a ratio

of the benefits paid out and the cash balance.

Simply stated, if the account balance-benefit ratio for 1 calendar year is lower than it was for the previous year, the railroad retirement tax rate imposed on covered employers will go up. Conversely, if that ratio for a particular calendar year is higher than it was for the previous year, the tax rate will go down. The adjustment factor is aimed at keeping the account balance-benefit ratio at about 70%. In other words, if the balance in the railroad retirement account at the end of the applicable fiscal year is less than 70% of the total expenditures made from the account during the fiscal year, a larger tax rate increase would be necessary. On the other hand, if that ratio for a calendar year equals 70% or more, any tax increase may be smaller. It is anticipated that the tax rate would peak then decline after the fund becomes solvent. The purpose of the provision for an adjustable tax rate is to assure that the railroad retirement account at all times contains sufficient funds to pay benefits as they become due under the Railroad Retirement Act.

Abstract of: S. 2979

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) Section 3(b) (2) of the Railroad Retirement Act of 1974 is amended by striking "1981" and substituting "1986".

(b) Section 3(d) (4) of such Act is amended—

(1) by striking "1981" and substituting "1986"; and

(2) by striking "1980" each time it appears and substituting "1985".

(c) Section 3(g) of such Act is amended—

(4) by striking "and June 1, 1980," from the last sentence and substituting "June 1, 1980, June 1, 1981, June 1, 1982, June 1, 1983, June 1, 1984, and June 1, 1985".

Sec. 2. Subsection (a) of section 3221 of the Internal Revenue Code of 1954 is amended—

(2) by striking out "9.5%" and substituting "the percentage determined for a particular calendar year pursuant to paragraph (2)"; and

(3) by adding at the end thereof the following new paragraphs:

"(2) For purposes of paragraph (1), the percentage applicable for calendar year 1981 shall be 12.5% and the percentage applicable for any calendar year after 1981 shall be determined as follows, but shall not be less than 9.5% for any calendar year before 1986:

"(A) If the account balance-benefit ratio for a calendar year is less than 0.7 and is not greater than such ratio for the preceding calendar year, the percentage applicable for that calender year shall be equal to the percentage applicable for the preceding calendar year plus the percentage which is numerically equal to 100 times the greater of (i) one-tenth of the amount by which 0.7 exceeds such ratio for the calendar year, with the amount computed after multiplying by one-tenth being rounded to the next higher 0.005, or (ii) one-tenth of the amount by which such ratio for the preceding calendar year exceeds such ratio for the calendar year, with the amount computed after multiplying by one-tenth being rounded to the nearest 0.005.

"(B) If the account balance-benefit ratio for a calendar year is less than 0.7 but is greater than such ratio for the preceding calendar year, the percentage applicable for that calendar year shall be equal to the percentage applicable for the preceding calendar year less the percentage which is numerically equal to 100 times one-tenth of the amount by which such ratio for the calendar year exceeds such ratio for the preceding calendar year, with the amount computed after multiplying by one-tenth being rounded to the nearest 0.005.

"(C) If the account balance-benefit ratio for a calendar year is at least 0.7 but is not greater than such ratio for the preceding calendar year, the percentage applicable for that calendar year shall be equal to the percentage applicable for the preceding calendar year plus the percentage which is numerically equal to 100 times one-tenth of the amount by which such ratio for the preceding calendar year exceeds such ratio for the calendar year, with the amount computed after multiplying by one-tenth being rounded to the nearest 0.005.

Ask your rep to vote for HR 7793, S2979

This is an urgent appeal for you to ask your Congressman to vote for House bill HR 7793 which will save the Railroad Retirement Fund. The accompanying article tells why this is important.

Ask your Congressmen to vote for HR 7793 and S.2979.

For a list of Congressmen, see the May 1980 issue of The Signalman's Journal, pages 25-29.

Let's get those letters in the mail and tell our Congressmen that we care about retirement and we want them to vote for passage of HR 7793 and the companion Senate bill S.2979.

"(D) If the account balance-benefit ratio for a calendar year is at least 0.7 and is greater than such ratio for the preceding calendar year, the percentage applicable for that calendar year shall be equal to the percentage applicable for the preceding calendar year less the percentage which is numerically equal to 100 times the greater of (i) one-tenth of the amount by which such ratio for the calendar year exceeds 0.7, with the amount computed after multiplying by one-tenth being rounded to the next higher 0.005, or (ii) one-tenth of the amount by which such ratio for the calendar year exceeds such ratio for the preceding calendar year, with the amount computed after multiplying by one-tenth being rounded to the nearest 0.005.

"(3) For purposes of this subsection—

"(A) The 'account balance-benefit ratio' for a calendar year shall be the ratio of (i) the adjusted cash balance of the Railroad Retirement Account as of the close of business on September 30 of the preceding calendar year, to (ii) the net benefit payments made from such account during the twelve consecutive calendar month period ending September 30 of the preceding calendar year.

"(B) The term 'adjusted cash balance' means the excess of (i) the sum of the cash balance of the Railroad Retirement Account (as certified to the Railroad Retirement Board by the Secretary and as verified by such Board), plus tax and interest income due and owing under the Railroad Retirement Tax Act which the Railroad Retirement Board believes will be paid before December 31 of the calendar year in which the particular determination of the account balance-benefit ratio is being made, and plus amounts of overpaid benefits from the Railroad Retirement Account which such Board expects to recover, over (ii) the total amount of benefits which the Railroad Retirement Board has determined are due from the Railroad Retirement Account but which have not been paid as of the close of business on September 30 of the calendar year in which the particular determination of the account balance-benefit ratio is being made.

"(C) The term 'net benefit payments' means the excess of (i) the sum of all amounts expended from the Railroad Retirement Account during the twelve consecutive calendar month period ending September 30 of the calendar year in which the particular determination of the account balance-benefit ratio is being made, including amounts expended in loans during such period either to the Railroad Retirement Supplemental Account pursuant to section 15(d) of the Railroad Retirement Act or to the railroad unemployment insurance account pursuant to section 10(b) of the Railroad Unemployment Insurance Act, plus the total amount of benefits which the Railroad Retirement Board has determined are due from the Railroad Retirement Account but which have not been paid as of the close of business on September 30 of the calendar year in which the particular determination of the account balance-benefit ratio is being made, over (ii) the total amount of benefits which the Railroad Retirement Board had determined were due but were unpaid from the Railroad Retirement Account as of the close of business on September 30 of the calendar year preceding the calendar year in which the particular determination of the account balance-benefit ratio is being made.

"(D) The Railroad Retirement Board is authorized to use estimated amounts for the purpose of making the determinations required by this paragraph.

"(4) Not later than 30 days before the beginning of a calendar year, the Railroad Retirement Board shall determine the account balance-benefit ratio for such calendar year. As soon as practicable after the date of such determination, the Railroad Retirement Board shall publish a notice in the Federal Register, and shall advise all employers, employee representatives, and the Secretary, of the ratio so determined and of the tax rate applicable under paragraph (1) for the calendar year for which such ratio was determined.".

Sec. 3. The amendments made by sections 1 and 2 of this Act shall be effective January 1, 1981.

SECTION-BY-SECTION ANALYSIS

Section 3(b) of the Railroad Retirement Act of 1974 provides the pre-1975 or 1937 act portion of an employee's tier II annuity component, and section 3(d) of the act provides that portion of the tier II component of an employee annuity which is based on railroad service after 1974. Current law provides four pre-retirement cost-of-living increases for those annuity portions, which increases became or will become effective January 1, 1978, January 1, 1979, January 1, 1980, and January 1, 1981, for employees whose annuities have not begun prior to the date a particular increase became, or will become effective. The amendments made by subsections (A) and (B) of section 1 of the bill would provide five additional preretirement cost-of-living increases, which would become effective January 1, 1982, January 1, 1983, January 1, 1984, January 1, 1985 and January 1, 1986.

Section 1(C): The current provisions of section 3(g) of the Railroad Retirement Act provide four post-retirement cost-of-living adjustments for those portions of an employee's tier II annuity which are determined under

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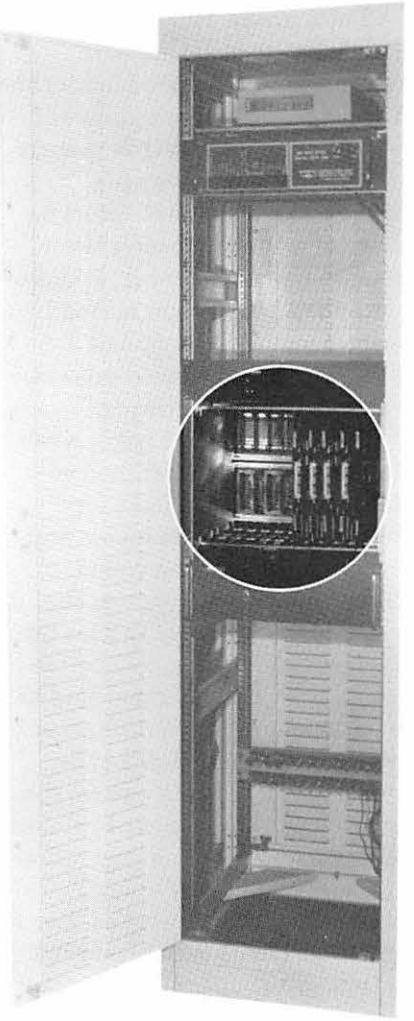

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section 3(B) and 3(D) of the act. The last of these increases became effective June 1, 1980. The amendments made by section 1(C) of the bill would add five additional post-retirement cost-of-living adjustments. They would become effective June 1, of each year from 1981 through 1985, and would apply to employees whose annuities had begun to accrue on or before those dates.

Section 2 of the bill would amend section 3221(a) of the railroad retirement tax act to provide that the rate of tax imposed upon covered employers (the so-called "tier II" tax) would be 12.5% in calendar year 1981, and automatically adjusted each year thereafter based upon changes in the relationship between the adjusted cash balance of the railroad retirement account as of the end of each fiscal year and the amount of benefits paid from that account during the fiscal year. (It may be noted that a fiscal year begins on October 1 of each calendar.) This relationship is referred to in the bill as the "account balance-benefit ratio". The account balance-benefit ratio as of the end of a fiscal year (September 30), and the relationship of that ratio to the ratio at the end of the previous fiscal year, will determine the employer tax rate for the following calendar year.

RLEA backs retirement legislation

The Railway Labor Executives Association announced its "total support" for a Railroad Retirement Emergency Financing Bill, which is designed to save the nation's railroad retirement system from imminent collapse.

The RLEA, speaking for the nation's railway unions, cited a two-fold problem: (1) the Railroad Retirement System's cost of living adjustment provisions expire January 1, 1981, unless they are renewed by Congress; (2) an immediate cash crisis has developed in the Railroad Retirement System which, if not corrected, could endanger the retirement incomes of hundreds of thousands of retirees as well as the people now working for the railroad industry.

Companion versions of the bill aimed at correcting these defects are being introduced in the Senate and the House. The Senate Bill is S 2979.

In the House, H.R. 7793, was introduced by Rep. Harley D. Staggers (D-W.Va.), chairman of the House Committee on Foreign and Interstate Commerce, and he was joined in sponsorship of the bill by Rep. James Florio (D-N.J.) and Rep. Edward Madigan (R-Ill.).

Chairman, O. M. Berge of the RLEA Railroad Retirement Committee, who is president of the Brotherhood of Maintenance of Way Employes, said that passage of the two companion bills "represents a last ditch effort by railroad labor to preserve the pension rights and expectations of more than one million railroad retirees and more than half a million men and women presently employed on the railroads."

RLEA Chairman Fred J. Kroll, who heads the Brotherhood of Railway & Airline Clerks, said that "all railroad employees and retirees must join in a common effort to convince Congress that it is absolutely essential to pass the emergency financing bills before Congress adjourns. Something has to be done now to avert disaster."

The Senate and House bills would continue for five years the provisions of the present Railroad Retirement law which give retirees a once-a-year cost of living adjustment in the so-called Tier II benefits. (Tier II is the Railroad Retirement supplement on top of Tier I, which is the amount equivalent to the social security payment.) They would also provide for a variable tax rate for Tier II designed to assure adequate funds to meet benefit payments.

It is estimated that the proposal for the variable tax rate, which is paid by railroad employers, would rise from a 9.5% of wages, its current level, to about 20% in 1983, in order to provide the needed funds for the retirement account, but would then begin to decrease. The cost of such a 10.5% increase would be about $1.21 an hour.

Berge said that "more than three years ago, the Railroad Retirement actuary told us that the system was seriously underfunded and, that unless something was quickly done, the system would run out of cash by the mid-1980's. We have tried to convince the railroads to face up to this problem with us, but so far we have made little progress in our negotiation.

"Now," Berge added, "we are told that without additional funding the bottom will fall out of the Railroad Retirement Account by 1983, and possibly even by 1982 if layoffs continue to accelerate and if economic conditions continue to worsen.

"Despite the 'red alert' sounded by the Railroad Retirement actuary in 1976 and 1979, and reviewed by the Actuarial Advisory Committee, the railroads have refused to act," Berge said. "As a result, the account is now fast approaching its crisis level. The retirement system has been operating with a long range deficit of 4% of payroll or about $400,000,000 annually. These problems of underfunding, combined with the unprecedented levels of recent inflation, have accelerated the downward spiral in the Railroad Retirement System's account."

The situation in Railroad Retirement has deteriorated for two other reasons: (a) the general economic situation is an impact

on social security; and (b) the failure of the federal government to honor commitments made six years ago that it would contribute funds necessary to phase out dual benefits under Railroad Retirement.

Under Railroad Retirement, the annual COLA adjustment amounts to 32½% of the change in the Consumer Price Index for those receiving retirement benefits. For those presently working, the law provides that 65% of the CPI changes will be included in the calculation of a benefit when the person retires.

The bill would continue this procedure for a period of five years.

RLEA Chairman Kroll, in his statement, said that "we want to assure employees and retirees that there will be no reduction in benefits.

"We are doing everything possible to assure that no part of this proposed increase in the Railroad Retirement tax will be shifted to the employees. In the 1974 legislation, the industry gave the unions its commitment to pay the entire Tier II tax; we are holding the industry to that pledge.

"The point is that something has to be done to avoid disaster in the Railroad Retirement System. Only an immedite and drastic increase in the Tier II tax rate can avoid a collapse.

"It is absolutely essential that all railroad employees and retirees, as well as the members of their families, friends and relatives should join with railway labor in making Congress aware of the urgency of this problem.

"Time is of the essence. Congressional adjournment is only weeks away.

"We must assure that letters and postcards in large quantities reach Senators and Representatives. Our people should write immediately to each member of the Senate Human Resources Committee and of the House Foreign and Interstate Commerce Committee to ask for their support.

"We must point out that their support is urgently needed if the railroad pension system is to survive and if calamity is to be avoided for hundreds of thousands of railroad employee families."

The Railroad Retirement Emergency Financing Bill, which is strongly supported by the Railway Labor Executives; Association, is designed to cope with two problems:

I. **Immediate Cash Problems**

Retirement benefits are paid to qualified recipients from a fund that is rapidly declining. The size of the fund has been severely impacted by recent high rates of inflation, in much the same way that Social Security funds have been affected.

Depending on certain assumptions coming true in the future, the fund's balance could change as follows with the current law extended without change:

Employment Assumptions

	1. High Level Employment	2. Low Level Employment
	(Size of fund in millions of dollars)	
1981	$1,782	$1,465
1982	1,140	672
1983	317	−297 (d)
1984	−650 (d)	−1,427 (d)
1985	−1,644 (d)	−2,595 (d)
1986	−2,781 (d)	−3,903 (d)

II. Extending the Cost-of-Living Adjustments

Current law adjusts pre-retirement Tier II benefits by 65% of the CPI increase and post-retirement benefits by 32½% of the CPI increase.

Those provisions for COLA adjustments, designed to give some measure of protection to retirees' incomes in a period of inflation, expire at the end of 1980.

The proposed bill would extend the COLA provisions for five years.

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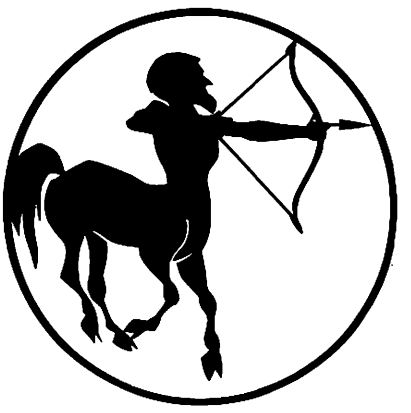

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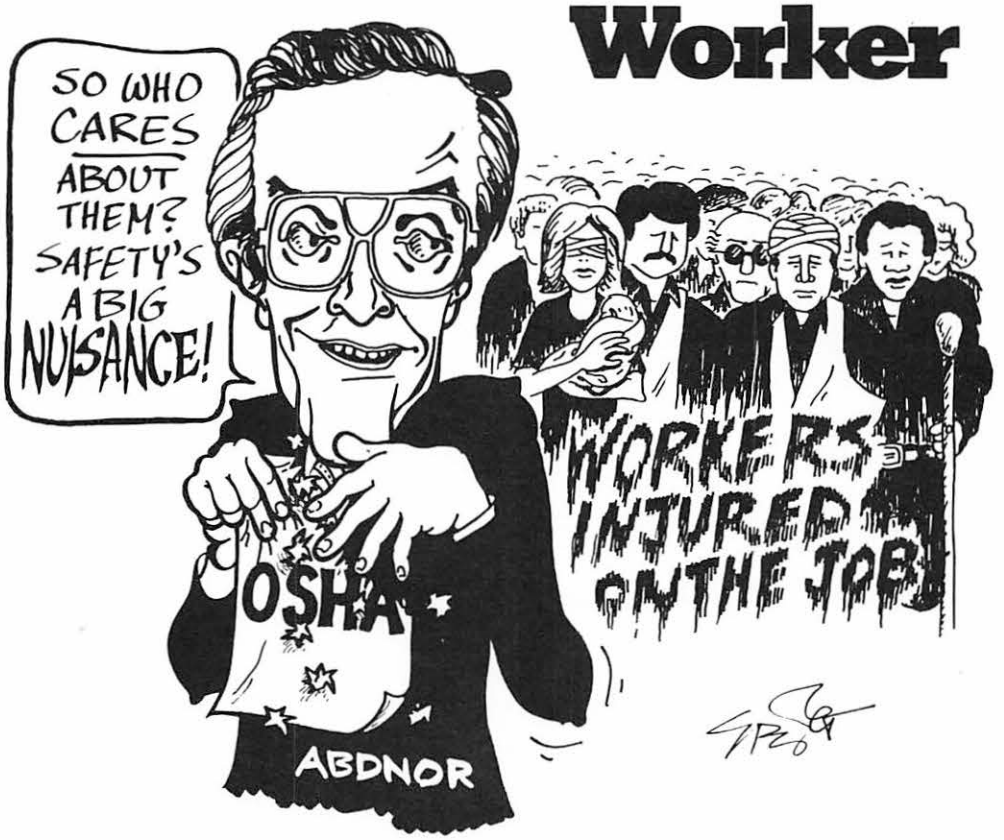
about James Abdnor - The Right Wing: Against the American Worker



The United States has many problems at the present time, problems of inflation, unemployment and recession at home, problems of international trade and foreign relations abroad. There are no simple answers to these undeniably serious problems, but James Abdnor—who is running for George McGovern's seat in the Senate—would have you believe that there are.

James Abdnor and his associates in a variety of right wing organizations are pushing a set of simplistic, but very dangerous solutions to our country's problems. When you peel off the fancy words, the right wing program looks very much like an anti-worker program. It would strip workers of their most basic rights and protections under law.

Five Decades of Progress—Wipe It Out

If James Abdnor had his way, he would turn back the clock on five decades of hard won progress toward fairness and justice for the American worker.

James Abdnor wants to repeal the minimum wage. James Abdnor wants to cut back the Social Security benefits received by disabled workers. James Abdnor wants to limit eligibility for unemployment compensation benefits. James Abdnor is against federal aid to state and local governments that would help avoid cutbacks in employment and public services. These basic rights give the American worker assurance that he or

she will have food put on the table, even in times of personal or national economic problems. These benefits—a minimum wage, unemployment compensation, disability benefits—are little enough to ask for a lifetime of dedication to work. Yet James Abdnor would wipe them out. He has voted against all of them as a U.S. Congressman.

Health and Safety On-the-Job—Who Needs It?

Occupational Health and Safety is the most visible target of James Abdnor and his far right wing friends. James Abdnor has repeatedly voted to weaken worker protections through cutting funding for OSHA — the Occupational Health and Safety Administration. He has also voted against strict safety and health standards for miners. James Abdnor says that he wants to free employers from the "burden" of OSHA regulations. But we know what he means. James Abdnor means that he wants individual workers to pay the price of inadequate safety precautions and unhealthy workplaces.

James Abdnor means that he wants to go back to an age when an employer didn't have to worry about a worker's hand lost to a machine or a lung to cancer. He wants to go back to the days before machine guards and adequate ventilation. He wants to go back to the days of slippery floors and leaking chemicals. The right wing Mr. Abdnor wants to take us back to a "better" age—an age when workers could be used up and discarded like some broken machine. Business and Mr. Abdnor may have viewed that as a "better" age, but it certainly wasn't for the workers.

The Right to Organize? No!

James Abdnor doesn't want the government to protect the worker, and he doesn't want to leave workers the right to protect themselves through organizing and collective bargaining either. James Abdnor voted against the Labor Law Reform bill, that would have aided organizing and stiffened penalties against employers who violate labor laws. James Abdnor voted against the right of hospital employees to organize and bargain collectively. James Abdnor voted against the Common Situs Picketing bill that would have allowed effective actions by construction unions. James Abdnor voted to deny workers the right to wages lost during a time when an employer illegally refused to bargain with a union. And James Abdnor voted against withholding government contracts from willful or repeated labor law violators like J. P. Stevens.

James Abdnor co-sponsored a bill in the U.S. House of Representatives to force a national compulsory open shop law. His campaigns have been supported by the National Right to Work Committee.

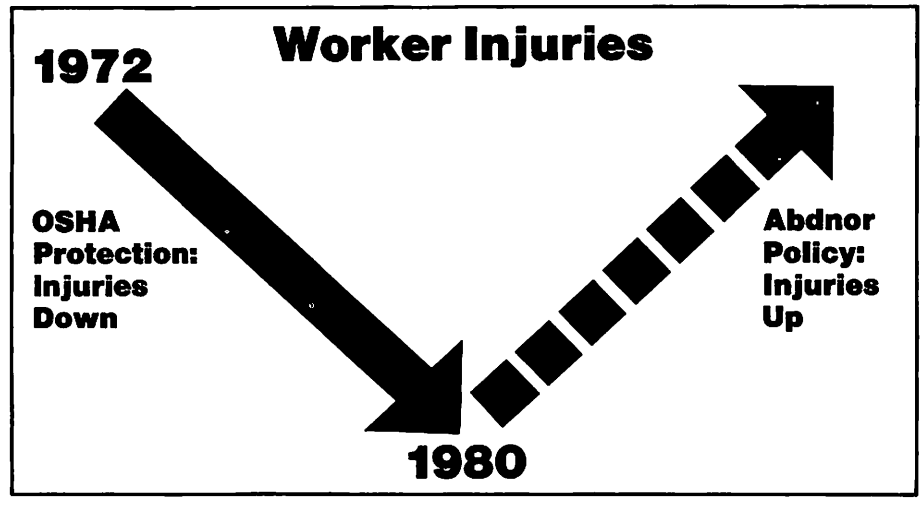
Wage Cutting and Kickbacks

James Abdnor has voted on several occasions against Davis-Bacon prevailing wage protections. An end to prevailing wage protections would mean chaos in the construction industry. It would open the door to contractors underbidding on federal construction—on the basis of wage cutting and kickbacks. It would assure that your federal tax dollars would be wasted on slipshod construction. James Abdnor would have you believe the prevailing wage laws are a major cause of inflation, yet no one has ever proven that tired old myth because it simply isn't true. James Abdnor wants to repeal this program that has proven good for workers, good for industry and good for your community. Abdnor's campaigns have been supported by no less than six national contractor organizations. He must be looking for a fast buck for his contractor backers—at the expense of South Dakota workers.

Against Your Rights and Your Paycheck

James Abdnor says he is for more "free enterprise" as a solution to the nation's problems. There is nothing wrong with free enterprise. But when James Abdnor says "free enterprise," he means the freedom of business to do as it pleases—the freedom to run an unsafe plant for a little extra profit, or the freedom to refuse to bargain with your union. James Abdnor means that he will give workers the "freedom" to be unemployed or disabled—with no compensation to put food on the table.

Don't let James Abdnor fool you. Know him for what he is and expose his slick propaganda. Don't allow another voice against your rights and your paycheck. Keep James Abdnor out of the Senate.



Signalmen meet in Philly

Chairing the regional meeting is John E. Hansen (at podium), vice president and national legislative representative for the BofRS at Washington, DC. Also at the head table are W. D. Best (left), BofRS secretary-treasurer; and R. Thomas Bates, BofRS president.

Members registering at the Philadelphia regional meeting received badges with their names and local numbers. Also they were asked to contribute to The Signalmen's Political League. Shown here (from left to right) are: V. M. "Butch" Speakman, Jr., BofRS grand lodge representative; Mrs. Bernadette Bolton, secretary to BofRS vice president at Washington, DC; W. W. "Walt" Lauer, BofRS director of research; and J. L. Richardson of Wilmington Lodge 48.

At the Philadelphia regional meeting of the Brotherhood of Railroad Signalmen held on June 7, 1980 approximately 100 people were in attendance.

After introductions of officers of the union by John E. Hansen, vice president and national legislative representative in Washington, Donald I. Sundstrom, senior account executive, AEtna Life & Casualty, addressed members. Sundstrom stressed the use of the estimate form to be filled out by an individual's dentist. This form is then forwarded to AEtna where it is checked by professional dentists to determine the cost and amount of work to be done. The form is then returned to the member for presentation to his own dentist to enable him to decide whether he wants to have the dental work done.

Charles J. Chamberlain, labor member Railroad Retirement Board and former president of the Brotherhood of Railroad Signalmen, discussed the financial conditions of the railroad retirement fund. He reported that there is a 4% payroll per year deficit. This comes about because there are approximately 500,000 railroad men actively working and paying retirement taxes, while there are over one million retired workers receiving benefits. Another financial problem is that there's approximately a $700 million shortfall on windfall benefits. These are the benefits paid to railway men who retired prior to 1975 and were funded for both social security and railroad retirement. Congress passed a law in 1974 to provide funding through

the year 2000 for these windfall benefits and to phase them out. However, the Office of Management & Budget of several administrations has not approved complete funding. Hence, there's a shortfall.

Chamberlain strongly urged that a solution to railroad retirement funding is in the legislative area. He stressed the need for labor and railway management to support legislation. A big problem in Congress is that many independent congressmen are being elected. Thus, there is a need to educate them to the importance of sound funding of the railroad retirement act.

Chamberlain brought out that with increasing efforts at streamlining its operation, the Railroad Retirement Board has cut its administrative costs to .8% for handling the over $4.5 billion annual funding. This is well below the social security administration's cost of 3% for administrating its funds and payments to retirees.

In addition to administering the railroad retirement fund, Chamberlain pointed out that the Railroad Retirement Board has been charged by the Milwaukee & Rock Island rail restructuring acts to handle railroad unemployment and other employment changes concerned with both these railroads.

The Brotherhood of Railroad Signalmen group insurance plans have now over six years of experience in the life program. Over 11% of the membership of the signalmen are participating. C. B. Matusiak, vice president, Association Consultants, Inc., which is handling these insurance plans reports that under the life plan there have been increased benefits with no increase in premium costs. He reports that in excess of $130,000 has been paid out in claims under the life program.

The accidental death &

The railroad retirement fund and activities of the Railroad Retirement Board were described to the members by Charles J. Chamberlain, labor member, Railroad Retirement Board, and former president of the Brotherhood of Railroad Signalmen.

Safety activities of the Federal Railroad Administration were reported to members by Wallace F. Holl, director of railroad safety, Philadelphia region, FRA.

Describing the health and medical insurance benefits of GA-23000 of the Traveler's Insurance is Merrill E. Phillips, second vice president.

Dental insurance was described by Donald I. Sundstrom, senior account executive, AEtna Life & Casualty.

Supplemental sickness insurance benefits are described by Donald R. Leiderman, manager claims, Provident Life & Accident Insurance Company.

The various BofRS group insurance plans were described by C. B. Matusiak, vice president, Association Consultants, Inc. The supplemental insurance plans which may be carried by members cover life insurance, accidental death & dismemberment and cancer insurance.

Sharing the head table is Charles S. Chandler (right), BofRS vice president, along with John E. Hansen, BofRS vice president, who chaired the Philadelphia regional meeting.

Discussing how the Federal Employers' Liability Act can affect signalmen is Joseph A. Coffey, Jr., attorney with the law firm of Richter, Syken & Ross.

Describing the headquarter's computer operation and the progress made in this two-year old installation is W. D. "Dink" Best, BofRS secretary-treasurer.

Describing some of the practical advantages of consulting FELA attorneys is Kenneth Syken, attorney cf the legal firm, Richter, Syken & Ross.

Bringing members up-to-date on current affairs of interest to signalmen was the primary message brought to the Philadelphia meeting by BofRS president, R. Thomas Bates.

dismemberment insurance program has been in force for four years. There was one claim in 1979 in which $100,000 was paid out.

A cancer insurance plan has been in force for two years.

Matusiak, stressed that these plans are to provide supplemental insurance in addition to other health & welfare insurance carried by the members.

Concerning the Federal Railroad Administration and its activities in safety, particularly concerning signals, train control and rail-highway grade crossings, members were brought up to date by Wallace F. Holl, director of railroad safety for the Philadelphia region, FRA. **Discussing safety in general, Holl made the point that one cannot divorce preventive maintenance from safety.**

Holl mentioned that freight car and locomotive inspection standards final rules are now out. He said that regional seminars have been held in these two areas and that they will be held when the final signal rule, standards & instructions come out. The regional seminars held by FRA include representatives of railway labor, railroad management and FRA inspectors. The seminars are designed to acquaint all parties with how the FRA will inspect and interpret the new regulations.

Concerning grade crossing warning systems, the inventory of crossings is maintained by FRA in conjunction with AAR. Upgrading the inventory is performed by the States and with input from the railroads. Holl mentioned that where time permits FRA signal & train control inspectors will visit rail highway grade crossings to compare the actual installation with the inventory data. In this manner they hope to be able to pinpoint the need in various areas for upgrading in the inventory.

Holl reported that the handling of signal applications for material modifications of signal systems and relief from particular rules,

Describing the new signal system that Amtrak plans to install on the Northeast Corridor project between Washington, DC and Boston, MA is James A. Early, Jr., assistant chief engineer, communications, signals & electric traction.

Discussing the importance of signalmen carefully checking their work when circuit changes are made in the field is Harvey Alexander, chief engineer communications & signals, ConRail.

Handling registration for members at the Philadelphia regional meeting was efficiently carried out by Virgil M. Speakman, Jr. (left), BofRS grand lodge representative; Mrs. Bernadette Bolton, secretary to Washington Vice President John E. Hansen; and BofRS Director of Research W. W. Lauer (right).

standards & instructions has been improving in recent years. The backlog has been steadily decreasing.

Concerning false proceed failures, Holl reported that railroads now report failures directly to the region in which the carrier is headquartered. Formerly, reports were sent by the railroad to Washington. Now the regional FRA headquarters handle these reports. A signal & train control inspector can check out the reports promptly. Carriers report false proceed failures monthly and there's faster handling now with the reports being handled on a regional basis. Of course, results of investigations and reports are filed with FRA headquarters in Washington.

Holl reported that the operating practices inspectors in the various FRA offices handle the hours of service violation reports concerning signalmen.

Concerning the application of the Federal Employers' Liability Act to railway workers, Joseph A. Coffey, Jr., attorney with Richter, Syken & Ross, explained the application to members. FELA is generally better than workman's compensation, he said. Under workman's compensation an injured person collects automatically and it's usually a specified amount for a particular injury. **Coffey pointed out that under FELA, one must prove liability of the carrier. He said it is reasonable to assume that a worker would have a safe place in which to work and the proper tools and equipment to work with.**

A problem with FELA suits is that in recent years federal courts and U.S. Supreme Court decisions have tended to diminish the financial awards. In one case he said a federal court ruled that the medical bills under a FELA suit need not be paid to the claimant because Traveler's Insurance Company had already paid the bills. In another instance the U.S. Supreme Court ruled that the claimant was not entitled to gross wages. He should receive only his net wages which would be gross minus income taxes. In general, there is a trend to cut down the size of FELA awards.

A couple of cautions Coffey mentioned are to get medical attention immediately after one is injured. Don't be too quick to sign off with the railroad or accept settlement because many injuries may heal up fairly quickly but then reoccur after several months. He said this is most noticeable with back injuries which may react several months later.

In one instance he noted that an employee who had a fractured joint was healed in what could be considered normal time and had no problems. However, five or eight years later he developed

arthritis in the joint. Coffey said that in some cases such predictions may be reasonably made by physicians upon early diagnosis at the time of broken bones or joints. He said it is important to evaluate the long-range effects of an injury.

Coffey stressed as have other FELA attorneys that the statute of limitations is three years from the date of the accident and he urged members to call the designated FELA attorneys as listed in The Signalman's Journal. He again stated that there is no charge for their service. Their fees come from the settlement with the railroad company or as a result of a lawsuit. As one attorney stated, "your FELA attorney is as close as your telephone."

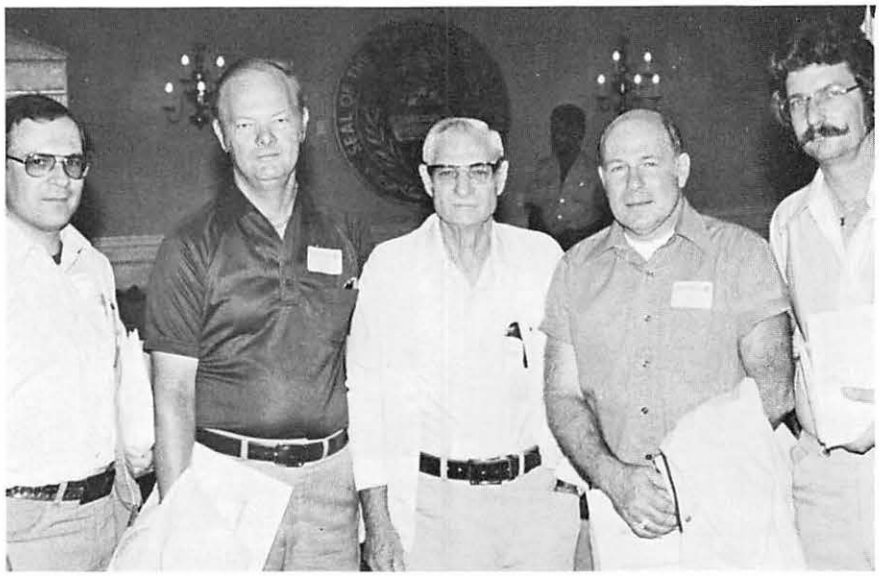
Ken Syken urged members to pick up the phone and call if they are injured. Syken said advice may be given over the telephone to help out a member.

The Provident Life & Accident insurance supplemental sickness program was described by Donald R. Leiderman, the manager of claims. Leiderman also answered questions concerning application of the Provident plan. He urged members to obtain the Provident booklet titled Supplemental Sickness Benefit Plan for Railroad Signal Employees dated January 1, 1979. The booklet also includes application forms.

Traveler's Health & Welfare Plan GA-23000, was described by Merrill E. Phillips, second vice president, Traveler's Insurance. Phillips briefly described the new benefits that are available in 1979 and discussed the early retirement benefits.

In a slide presentation members were treated to a brief description of the new signal system planned for installation by Amtrak in the Northeast Corridor between Washington, D.C., New York City and Boston, MA. James A. Early, Jr., assistant chief engineer, communications, signals and electric traction for Amtrak described the system. Although extensive cab signaling will be used, in some cases up to seven aspects, wayside approach signals and wayside home signals will be retained in service.

Signalmen were brought up to date in various areas by President R. Thomas Bates of the BofRS. Bates supported the theme that action must be taken by labor and management to reduce the railroad retirement fund deficit. He sees, however, that there may be a difference of opinion as to who is to pick up the deficit and how it is to be divided. That is, more from management side or more from labor side. He indicated that this may be brought up in the discussion in the 1981 wage negotiations.



Wilmington Lodge 48 members show up for a TSJ camera shot. From left to right are: T. F. Drupieski; R. C. Hill, Jr., local president; R. C. Hill, Sr., recently retired local chairman; C. F. Spong and J. L. Richardson.

Enjoying a break in the regional meeting are members of Trenton Lodge 102. From the left are: Rudy Dombrowski; James K. York, local chairman; George W. Taylor, local chairman; and Gerald R. Jones, financial secretary.

FOR A STRONG SOUTH DAKOTA...FOR THE RIGHTS OF WORKERS

GEORGE McGOVERN IN THE SENATE

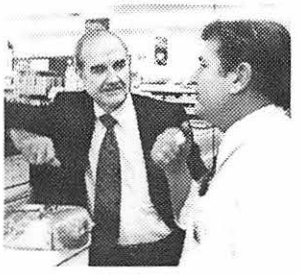
A Man of Respect and Influence

After 18 years in the Senate, George McGovern has risen to a position of high respect and influence—a position from which he can safeguard the interest of South Dakota's voters. He holds a senior position on the all-important Agriculture Committee as well as on other committees dealing with energy and foreign relations.

These committees are where the *real* business of the Senate, the shaping of legislation and the supervision of its administration, is accomplished. *Seniority makes all the difference* in that process. If South Dakotans lose George McGovern, they will lose a strong voice on their behalf.

For the Economic Health of South Dakota

George McGovern has consistently supported those measures that keep South Dakota's economy strong and that keep South Dakota's unemployment rate one of the lowest in the nation. Whether the issue is farm price supports or water projects for the state, George McGovern has effectively fought for the well being of South Dakota.



For the Health and Safety of Workers

The laws that require employers to provide safe and healthy workplaces have come under increasing attack in recent years from the conservative block in Congress. George McGovern has helped to repel those attacks. But McGovern's opponent in this Senate race has been a member of that anti-OSHA, anti-Mine Safety crew in the House, and would undoubtedly carry his anti-worker biases over into the Senate. South Dakota's workers need George McGovern's voice and vote in the Senate to insure that their factories, plants and work sites will be decent places in which to work.

Keep George McGovern in the Senate.

JOHN DURKIN IN THE SENATE FOR EMPLOYMENT AND WORKERS' RIGHTS

John Durkin:
A Faithful Record

John Durkin has stood up for the American worker time after time. As Senator, he has voted and worked for:

- **Labor Law Reform**
- **The right to organize and bargain**
- **Strong health and safety standards**
- **Common situs picketing**
- **Maintenance of prevailing wage protections**
- **A fair minimum wage**
- **Tax reform**
- **Jobs for the unemployed**
- **Energy at an affordable price**
- **Development of domestic energy resources**

If you re-elect John Durkin, you can count on a strong and continuing voice in the Senate for full employment and for justice in the workplace.

John Durkin Safeguards Health and Safety on the Job

John Durkin believes that every worker should have the right to a safe and healthy workplace. He has supported the legislative efforts to guarantee that right. But this right is under strong attack from the conservative block in Congress. They want deep cuts in funds for health and safety inspections and weaker enforcement.

New Hampshire's workers need John Durkin to continue defending their safety and well being against this bitter attack.

John Durkin Stands for American Jobs

John Durkin has tried to stop the export of jobs by U. S. multinational corporations. He has voted to reform the U. S. tax laws that lead multinationals to prefer tax sheltered overseas operations to building facilities in this country. John Durkin is also concerned about recession and unemployment. During his term, he has voted for job-creating public works and for increasing federal job-creating programs in times when private employment has failed.

John Durkin never forgets the needs of New Hampshire's workers. He is in the Senate protecting your job.

Keep John Durkin in the Senate

Signal Training Bulletin

COMMITTEE G: Education & Training
Communication & Signal Division, AAR

C-9 Neutral Slow-Release Relay

(Please turn page)

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Signal Training Bulletin

COMMITTEE G: Education & Training
Communication & Signal Division, AAR

C-9 Neutral Slow-Release Relay

Approved November 1978

Definition: A relay which, when the controlling circuit is opened or completely shunted, will release slower than a regular neutral relay.

Symbol:

Description: One type of slow release relay has similar physical characteristics to a neutral relay, except that the coils are wound over a heavy section of copper tubing or a portion of the winding is replaced by heavy copper slugs. The name plate or the label affixed inside the relay usually indicates that the relay has been designed for slow release operation. Figure 1 shows slow release relays of this type.

Purpose and Application: The purpose of the slow release relay is to provide a small delay between the time that energy is removed from the relay coils and the time the armature drops away opening the front contacts.

One application of this relay is to permit an uninterrupted circuit through the front contacts while the control circuit is open during contact transfer time of a controlling relay. Another application is in gate-type crossing warning systems.

The slow release feature is used to delay the release of the gate arm until the flashing lights have operated for at least three seconds.

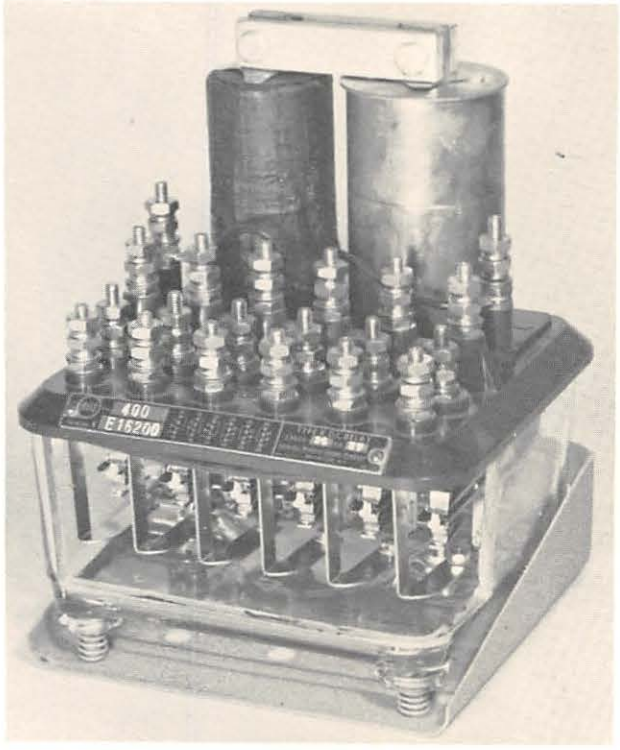


Figure 1 (a)

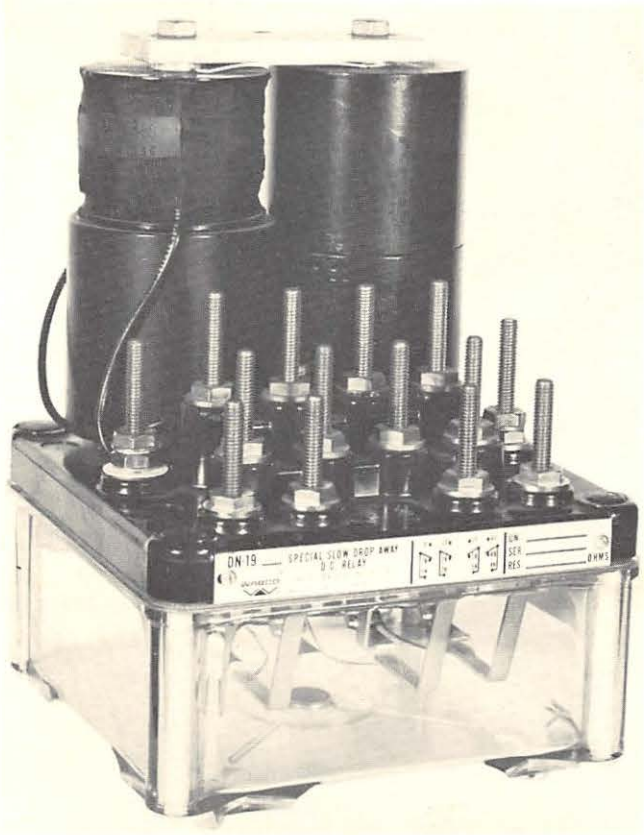


Figure 1 (b)

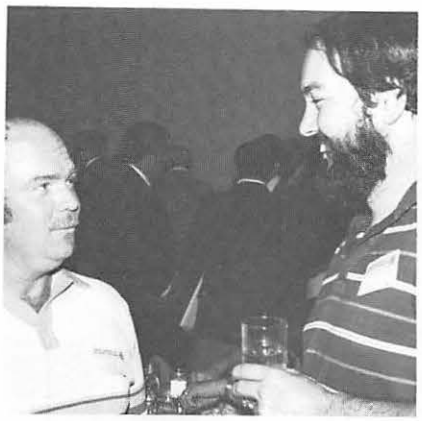
General Information: Many railroads have instructions outlining the installation, field maintenance and inspection procedures of relays, and maintenance personnel should become familiar with their company's instructions.

An ordinary acting relay may be made slow release by connecting a capacitor, resistor, diode, or half-wave rectifier in multiple with the coils. The release time depends on the value of the capacitor, resistor, diode or rectifier.

Detailed Operation: Slow release relay operation obtained by insertion of copper tubes or slugs in the magnetic circuit is the result of inductive action retarding the decreasing flux in the magnetic circuit. The coil resistance of these slow release relays is generally about half that of an ordinary neutral relay of the same working voltage, in order that twice the amount of current will flow through the coils thereby increasing the flux in the magnetic circuit towards the saturation point. This additional amount of flux obtained by the larger current flow will take longer to decrease when the coils are de-energized. Additional drop-away delay may be achieved by reducing the air gap between the armature and pole pieces. Reducing the air gap allows the residual magnetism of the cores to exert a stronger retaining effect on the armature after the coils are de-energized. It is essential that the working voltage be maintained to obtain the required retardation. A slight decrease in voltage will cause a reduction in the slow release effect of the relay.

BROTHERHOOD OF RAILROAD SIGNALMEN
FOUNDED 1901
AFL-CIO-CLC

Notes



During the social hour, D. A. Madden of Philadelphia Lodge 18 has a chance to talk to Gordon Torpey of local 18.

Listening is George B. Kabroth, local chairman of Conestoga Lodge 106, to E. E. Richardson (right), recording & financial secretary of lodge 106.

Enjoying their conversation are Richard J. Szprygada (left), assistant general chairman, ConRail; and Richard C. Hill, Sr., retiring local chairman of Wilmington Lodge 48.

Caught between words are R. Thomas Bates (left) president, BofRS and V. Joseph Sartini, general chairman N&W.

During a coffee break the TSJ camera caught John A. Tucker (left), local president of local lodge 62 and Willis Abner, executive assistant general chairman, CR.

Listening to W. D. Best (right), BofRS secretary-treasurer, report on the headquarter's computer operation is William P. Glavey, general chairman CR-Reading.

He mentioned potential problems that have occurred and may grow where public transit authorities purchase or lease railroad properties to provide commuter or rapid transit service. He said signalmen are very closely watching activities in the Boston area, in New Jersey and in Philadelphia where State or regional transit authorities are considering purchasing railroad commuter lines. In Boston, the Massachusetts Bay Transportation Authority has bought some lines of the Boston & Maine. A problem in connection with this is that the transit authorities may contract out signal work while the railroad furloughs signal employees.

Concerning the signal rules, standards & instructions, Bates reported that the Brotherhood has submitted its proposed revisions to FRA. The AAR Communication & Signal division has submitted proposed signal RS&I changes to FRA. At the present time both parties are waiting for an FRA decision.

Concerning the 1981 wage and fringe benefit notice, Bates said that the signalmen are planning to serve a Section 6 notice on the railroads on January 2, 1981. The Brotherhood is also contemplating making a survey of the membership on this notice and asking for their guidance as to what items they consider most important.

After the meeting, a social hour and luncheon was hosted by FELA attorneys Richter, Syken & Ross.

Having a chance to talk during a break in the regional meeting are W. F. Robertson (left), vice general chairman, CR and Bernard E. Britcher, general chairman, ConRail.

During the coffee break, John Miller (left), recording & financial secretary of local lodge 84, chats with Raymond Radziewicz of local 84 and Robert M. Tomczyk, local chairman of Deposit Lodge 145.

Saluting a local chairman who recently retired after serving twelve years as local chairman and having nearly 39 years of railroad service are Bernard E. Britcher (left), general chairman ConRail; the honoree R. C. Hill, Sr., local chairman Wilmington Lodge 48 and R. Thomas Bates, president BofRS.

Getting some free advice? R. Thomas Bates (second from right), president BofRS is surrounded by FELA attorneys of the firm of Richter, Syken & Ross. At left is Kenneth Syken; next is Clyde Cutner and at Bates' left is Joseph A. Coffey, Jr.

Enjoying a chat during the social hour are Alex P. Goff (left), general chairman CR-NYNH&H; John E. Hansen (center), BofRS vice president and W. C. Goff, recording & financial secretary of Nutmeg Lodge 7.

Enjoying a chat at the social hour are (from the left): John Melfi, financial secretary, Aeriel Lodge 56; John W. Hogan, general chairman; Charles Fedorow, local 56; and Charles S. Chandler, BofRS vice president.

Signalmen east and west on ConRail get together during a break at the Philadelphia regional meeting. Shown here (left to right) are: Roy T. Tarvin, local chairman, Dayton Lodge 52; P. Barbon of Trenton Lodge 102 and T. Delozier of local 102.

Getting some information about retirement is P. Barbon local 102, who talks with Harry Paul (center), district manager for the Railroad Retirement Board at Philadelphia, while Charles J. Chamberlain, labor member, Railroad Retirement Board, listens.

Enjoying the coffee break are Dennis T. Reale, local chairman of Philadelphia Lodge 18; J. C. Lichlyter of local lodge 200 and Roy T. Tarvin, local chairman of Dayton Lodge 52.

Giving the TSJ camera "the business" is John E. Hansen (center), BofRS vice president and Timothy M. McClure (right), local chairman Dayton Lodge 52 and M. H. Beauparlant, who is local chairman of Wilmington Lodge 48.

Listening is William A. Radziewicz (right), assistant general chairman ConRail, to James L. Richardson of Wilmington Lodge 48.

Finances might be the subject of this conversation because Donald Murphy (left), general secretary-treasurer, ConRail, and A. L. Dinardi, Jr., financial secretary Philadelphia Lodge 18.

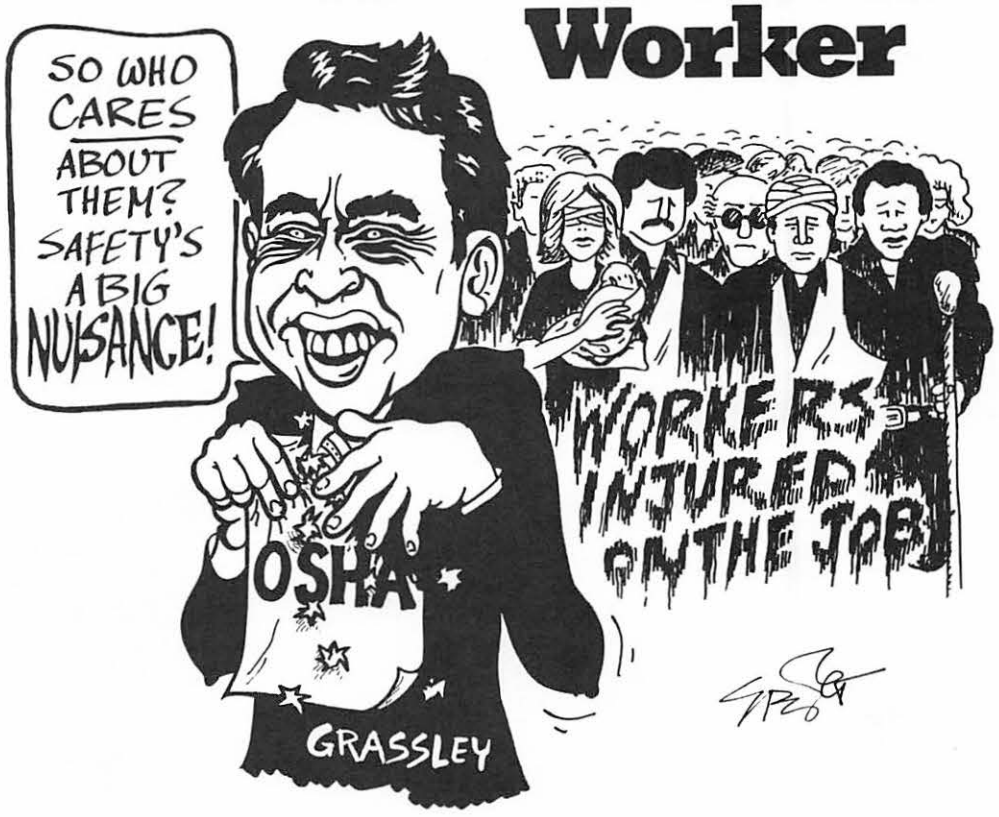
Discussing safety are W. F. Holl (left), director of railroad safety, Philadelphia region, FRA; and Richard C. Hill, Jr., local president Wilmington Lodge 48.

Enjoying a chat before the regional meeting began on Saturday, June 7, are George B. Kabroth (left), local chairman of Conegstoga Lodge 106; and C. J. Capone, local chairman of Victor Lodge 58.

Listening to John E. Hansen (right) discussing a point during the social hour is Gerald R. Jones, financial secretary of Trenton Lodge 102.

about Charles Grassley-

The Right Wing: Against the American Worker



The United States has many problems at the present time, problems of inflation, unemployment and recession at home, problems of international trade and foreign relations abroad. There are no simple answers to these undeniably serious problems, but Charles Grassley and his right wing friends would have you believe that there are.

Many right wing organizations have sprung up in the country, and they all have basically the same message. They are trying to sell the country and the citizens of Iowa a simplistic, but very dangerous, view of today's problems. When you peel off the fancy words, the right wing program looks very much like an anti-worker program. It would strip workers of their most basic rights and protections under law. Charles Grassley, who is running for John Culver's seat in the U.S. Senate, is active in and is supported by a variety of these avowed anti-labor organizations.

Friends and Associates of Charles Grassley

Charles Grassley is very active in far right wing politics. He is on the Advisory Assembly of the **American Conservative Union.** The American Conservative Union has a drive they call "STOP OSHA," an effort to fully repeal all health and safety protections in the workplace. The American Conservative Union takes credit for defeating Labor Law Reform, Common Situs Picketing and the Consumer Protection Agency in recent years in Congress. And the American Conservative Union vows to continue its struggles against pro-"big labor" legislation.

Charles Grassley is on the Board of Advisors of the **Committee for the Survival of a Free Congress.** That Committee opposes the right of public employees to organize and bargain collectively, administers "The Fund to Defeat Big Labor Politicians" and supports passage of federal and state anti-union Right-to-Work laws. Charles Grassley is on the National Advisory Board of ***The Conservative***

Caucus, Inc., an organization with goals similar to the previous two. And Charles Grassley is supported by the **Public Service Political Action Committee,** an organization dedicated to opposing the right of public employees to organize and bargain collectively. There is no question where Charles Grassley stands; it is squarely against American workers.

Five Decades of Progress—Wipe It Out!

If Charles Grassley had his way, he would turn back the clock on five decades of hard won progress toward fairness and justice for the American worker.

Charles Grassley wants to repeal the minimum wage. Charles Grassley wants to cut back the Social Security benefits received by disabled workers. Charles Grassley wants to limit eligibility for unemployment compensation benefits—even in times of high unemployment and recession. Charles Grassley is against federal aid to state and local governments that would soften the blow of the recession on employment. These benefits are little enough to ask for a lifetime of dedication to work. Yet Charles Grassley would wipe them out. He has voted against all of them as a U.S. Congressman.

Health and Safety On-the-Job—Who Needs It?

Occupational Health and Safety is the most visible target of Charles Grassley and his far right wing friends. Charles Grassley has repeatedly voted to weaken worker protections through cutting funding for OSHA—the Occupational Health and Safety Administration. He has voted against "black lung" benefits for coal miners. And he has endorsed the "STOP OSHA" effort of the American Conservative Union—an attempt to fully repeal the protections of the Occupational Safety and Health Administration. Charles Grassley wants individual workers safety precautions and unhealthy workplaces.

Charles Grassley means that he wants to go back to an age when an employer didn't have to worry about a worker's hand lost to a machine or a lung to cancer. He wants to go back to the days before machine guards and adequate ventilation. He wants to go back to the days of slippery floors and leaking chemicals.

The Right to Organize? No!

Charles Grassley doesn't want the government to protect the worker, and he doesn't want to leave workers the right to protect themselves through organizing and collective bargaining either. Charles Grassley voted against the Labor Law Reform bill, that would have aided organizing and stiffened penalties against employers who violate labor laws. Charles Grassley voted against the right of hospital employees to organize and bargain collectively. Charles Grassley voted against the Common Situs Picketing bill that would have allowed effective actions by construction unions. Charles Grassley voted to deny workers the right to wages lost during a time when an employer illegally refused to bargain with a union. And Charles Grassley voted against withholding government contracts from willful or repeated labor law violators like J. P. Stevens.

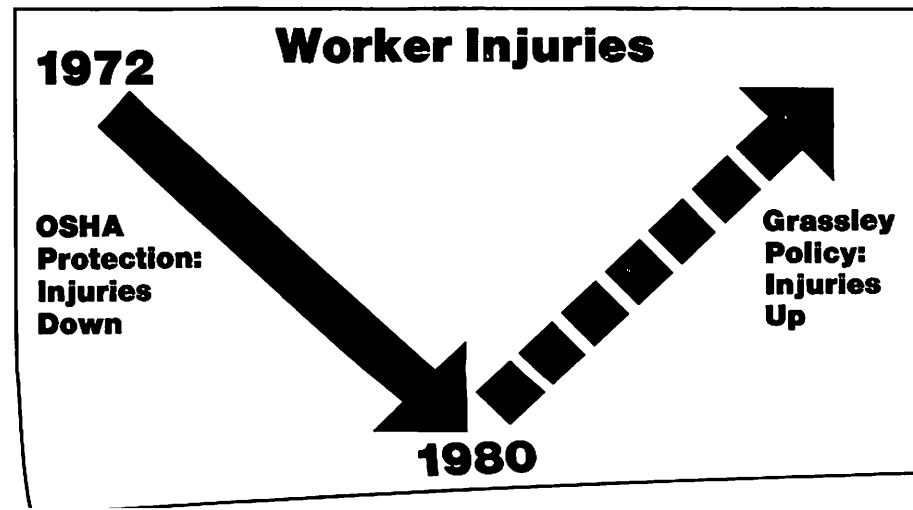
Wage Cutting and Kickbacks

Charles Grassley has voted on several occasions against Davis-Bacon prevailing wage protections. An end to prevailing wage protections would mean chaos in the construction industry. It would open the door to contractors underbidding on federal construction—on the basis of wage cutting and kickbacks. It would assure that your federal tax dollars would be wasted on slipshod construction. He must be looking for a fast buck for his contractor constituents—at the expense of Iowa workers.

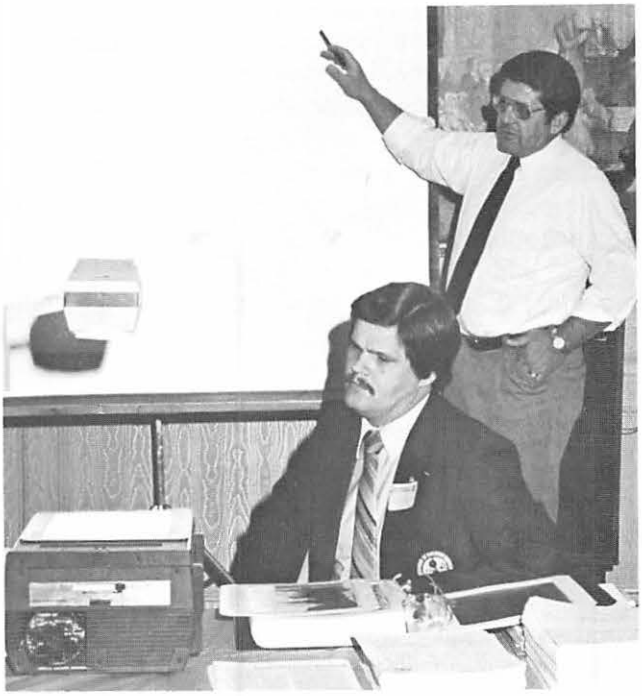
Against Your Rights and Your Paycheck

Charles Grassley says he is for more "free enterprise" as a solution to the nation's problems. There is nothing wrong with free enterprise. But when Charles Grassley says "free enterprise," he means the freedom of business to do as it pleases—the freedom to run an unsafe plant for a little extra profit, or the freedom to refuse to bargain with your union. Charles Grassley means that he will give workers the "freedom" to be unemployed or disabled—with no compensation to put food on the table.

Don't let Charles Grassley fool you. Know him for what he is and expose his slick propaganda. Don't allow another voice against your rights and your paycheck. Keep Charles Grassley out of the Senate.



The Philadelphia school was held to provide information to local lodge officers on the handling of claims, grievances and the duties of fair representation. Instructor for this session was M. B. "Pete" Frye, BofRS, vice president.



Application of the Hours of Service Act to signalmen was described by W. W. Lauer (standing), BofRS director of research. An overhead projector operated by V. M. Speakman, Jr., BofRS, grand lodge representative, was used to illustrate Lauer's talk. Slides also provided specifics about the application of Hours of Service to signalmen.

Local lodge officers go to school in Philadelphia

Students at the Philadelphia school session in which handling of local chairman's duties, claims and grievances were taught included the following (left to right): D. A. Dunkle, local chairman Reading Lodge 26; S. A. Klick, local president, local lodge 26; Jeffrey Kopp, local chairman Jackson City Lodge 28; and Geoffrey Eilenberg, local chairman of Rainbow Lodge 57.

Long Island Aeriel Lodge 56 local officers attended the Philadelphia school (from the left) are: E. Farrell; John Melfi, financial secretary; C. H. Fedorow, and John W. Hogan, general chairman.

Welcoming local lodge officers to the Philadelphia school on Friday, June 7, is R. Thomas Bates, BofRS president.

Listening intently to the duties of fair representation presented by instructor M. B. "Pete" Frye, BofRS vice president are (from the left): Floyd F. Guy, local chairman of Pitt Lodge 112 and vice general chairman ConRail; John A. Tucker, local president, local lodge 62; R. E. Normandin, local chairman local lodge 62 and V. M. Speakman, BofRS grand lodge representative. Brothers Tucker and Normandin work for the Providence & Worcester.

Making a point in discussing the responsibility of signalmen who perform FRA signal RS&I tests is John E. Hansen, BofRS, vice president. Hansen again stressed the fact that the man making the test must sign the form recording what actions he took. Penalties can be assessed by FRA if false information is recorded on the forms.

Western end of ConRail was represented by these students (left to right): James A. Kistler, assistant general chairman; J. W. Adams, local chairman, Blairsville Lodge 40; W. F. Robertson, vice general chairman and local chairman lodge 40; and Thomas L. Loeffler, vice general chairman and local chairman, Victory Lodge 73.

ConRail local officers attending the school are (from the left): Samuel F. Slade, III, vice general chairman; George B. Kabroth, local chairman Conestoga Lodge 106; Roy T. Tarvin, local chairman Dayton Lodge 52; and C. J. Capone, local chairman, Victor Lodge 58.

Sitting in the front row to get a good view of the classroom instruction are (from the left): Ed F. Fegreus, local chairman of local lodge 213; Michael D. McNamara (center) local chairman, Helt Lodge 127 and Randy Evertts, recording & financial secretary local lodge 105.

Trenton Lodge 102 was well-represented at the local chairmen's training school in Philadelphia on Friday, June 6. Shown here (left to right) are: James K. York, local chairman; Gerald R. Jones, financial secretary; George W. Taylor, local chairman and Rudy Dombrowski.

These ConRail local officers attended the Philadelphia school. Shown here (left to right) are: E. M. Wander, local chairman, Steadfast Lodge 35; James M. Thornton, local chairman local lodge 84; John Miller, recording and financial secretary local lodge 84 and Nicholas Ribando, local chairman local 84.

Intensely interested in instruction are the following (left to right): A. L. Dinardi, Jr., financial secretary Philadelphia Lodge 18; Dennis T. Reale, local chairman local lodge 18; James A. Bush, local chairman and local president of Bessemer Lodge 15; and Charles S. Chandler, BofRS vice president.

Important events in American labor history

1911 The Supreme Court upheld an injunction ordering the AFL to eliminate the Bucks Stove and Range Co. from its unfair list and to cease to promote an unlawful boycott. A contempt charge against union leaders, including AFL President Samuel Gompers, was dismissed on technical grounds. (*Gompers* v. *Bucks Stove and Range Co.*)

The Triangle Shirtwaist Co. fire in New York on March 25, which caused the death of 146 workers, led to establishment of the New York Factory Investigating Commission on June 30, and eventual improvement in factory conditions.

1912 Massachusetts adopted the first minimum wage act for women and minors.

The (Walsh) Commission on Industrial Relations was created to investigate industrial unrest. In 1916, it rendered a comprehensive series of reports on the status of labor-management relations.

1913 The United States Department of Labor was established by law. It included the Bureau of Labor Statistics (created in 1884 as the Bureau of Labor), the Bureau of Immigration and Naturalization (created in 1891), and the Children's Bureau (created in 1912). Power was given the Secretary of Labor to "act as mediator and to appoint commissioners of conciliation in labor disputes," and in 1918, the Conciliation Service was established as a separate division of the Department. William B. Wilson, a trade unionist and Member of Congress, became the first Secretary of Labor.

The Newlands Act set up a Board of Mediation and Conciliation to handle railroad disputes.

1914 The Clayton Act was approved, limiting the use of injunctions in labor disputes and providing that picketing and other union activities shall not be considered unlawful.

On December 1, the President appointed the Colorado Coal Commission, which investigated the Ludlow Massacre and labor conditions in Colorado coal mines following an unsuccessful strike by the United Mine Workers.

The Amalgamated Clothing Workers was formed by a seceding group of the United Garment Workers (AFL).

1915 The LaFollette Seamen's Act was approved, regulating conditions of employment for maritime workers.

1916 A Federal child labor law was enacted (declared unconstitutional on June 3, 1918); followed by an act of February 24, 1919 (declared unconstitutional on May 15, 1922); followed by a proposed child labor amendment to the Constitution on June 2, 1924. Only 28 of the necessary 36 States ratified the amendment.

The Adamson Act, providing a basic 8-hour day on railroads, was enacted to eliminate a threatened nationwide railroad strike.

1917 A strike led by the Industrial Workers of the World (IWW) in the copper mines of Bisbee, Ariz., was ended when the sheriff deported 1,200 strikers.

The President appointed a mediation commission, headed by the Secretary of Labor, to adjust wartime labor difficulties.

The "yellow-dog" contract was upheld and union efforts to organize workers party to such contract were held to be unlawful. (*Hitchman Coal & Coke Co. v. Mitchell.)*

1918 The Federal Government took control of the railroads from December 1917 until March 1, 1920, under existing Federal legislation which provided for Government railroad operation in wartime.

The President named the Secretary of Labor as War Labor Administrator on January 4.

The President created the National War Labor Board on April 8 "to settle by mediation and conciliation controversies . . . in fields of production necessary for the effective conduct of the war." It went out of existence in May 1919.

The minimum wage law of the District of Columbia was approved September 19. (Declared unconstitutional on April 9, 1923.)

1919 Led by President Gompers of the AFL, a commission created by the Peace Conference at its second plenary session in January recommended the inclusion in the Peace Treaty of labor clauses creating an International Labour Organization.

The United Mine Workers of America struck against bituminous-coal operators on November 1. In December, the union agreed to arbitration by a Presidential commission. The Bituminous Coal Commission appointed by the President on December 19 awarded a 27-percent wage increase, but denied the 6-hour day and 5-day week.

1920 The AFL Iron and Steel Organizing Committee ended an unsuccessful 3½-month strike in the steel industry on January 8 after most of the strikers had drifted back to work.

The Women's Bureau was established in the Department of Labor by an act of Congress.

The Kansas Court of Industrial Relations provided the first experiment in compulsory arbitration in the United States. (Held unconstitutional in part in 1923.)

The Transportation Act provided for a tripartite Railroad Labor Board and terminated Federal control of railroads on March 1.

From the Secretary-Treasurer

New benefit year began July 1 says W. D. Best

July 1 was the start of the 1980-81 benefit year under the Railroad Unemployment Insurance Act. This Act, which is administered by the U.S. Railroad Retirement Board, provides cash benefits for qualified railroaders who become unemployed but are able to work and available for work, and for railroad employees who are unable to work because of sickness or injury.

The following questions and answers describe railroad unemployment and sickness benefits and explain how to apply for these benefits.

(1) What are the service and earnings requirements for railroad unemployment and sickness benefits in the 1980-81 benefit year?

Normal benefits starting July 1980 are based on an employee's railroad service and earnings in calendar year 1979. To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least $1,000 in calendar year 1979, not counting more than $400 for any month. Those who were new employees in 1979 must also have worked in at least 5 months of that year (not necessarily full-time in each month).

Under certain conditions, railroaders who do not qualify on the basis of their 1979 earnings may still be able to qualify for benefits in the 1980-81 benefit year (see question 2).

(2) I did not work in 1979. Under what conditions could I receive unemployment or sickness benefits in the benefit year which began July 1, 1980?

If you received normal benefits in the July 1979-June 1980 benefit year, you may be eligible for extended benefits or, if you have 10 or more years of service and would be qualified in July 1981 based on your 1980 earnings, you may start the next benefit year early. For example, if you earned $1,000 or more in January-June 1980, counting earnings only up to $400 a month, you could be eligible to receive benefits in the current benefit year which began July 1, 1980. However, sickness benefits paid on this basis are terminated at age 65.

If you think that you may be eligible for benefits, you should file an application; the Board will notify you regarding your eligibility.

For all residents (US and Canada):

Form ML-1 Rev. 8/80

Please let us know your present address? If the mailing label on this issue of The Signalman's Journal does not agree with your present address, please tell us by filling out the form below, pasting or taping the old label in the space provided and mail the entire coupon to:

Brotherhood of Railroad Signalmen
601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

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City _____ **State** _____ **Zip** _____
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Local Lodge No. _____ **Certificate No.** _____

Retired Member _____ **Non-Member** _____

(3) How much can unemployment or sickness benefits amount to?

Almost all employees qualify for the maximum daily benefit rate of $25, which yields $250 for two full weeks of unemployment or sickness. The daily benefit rate for unemployment or sickness benefits is 60% of an employee's last daily rate of pay in the qualifying base year, but no more than the maximum benefit rate of $25.

(4) How long are unemployment or sickness benefits payable?

Normal unemployment or sickness benefits are each payable for up to 26 weeks in a benefit year. The total amount of each kind of benefit which may be paid cannot exceed the employee's base-year earnings, counting up to $775 per month.

If an employee with 10 or more years of service exhausts normal benefits, he or she may qualify for extended unemployment or sickness benefits. For employees with 10-14 years, an extended benefit period could last for up to 13 consecutive weeks. Employees with 15 or more years of service may qualify for up to 26 consecutive weeks of extended benefits.

During certain periods of high unemployment, employees with less than 10 years of service may qualify for up to 13 consecutive weeks of extended unemployment benefits. Current information as to whether extended unemployment benefits are payable to employees with less than 10 years of service should be obtained from the nearest district office of the U.S. Railroad Retirement Board.

(5) How should I apply for unemployment benefits?

Visit a railroad unemployment claims agent during the first week you are unemployed; this will prevent any loss of benefits. There is probably a claims agent where you were employed, or your supervisor can direct you to one. If possible, bring your most recent Form BA-6, "Certificate of Service Months and Compensation," because this form helps the Board to expedite payments.

The claims agent will assist you in applying for benefits and will advise you when to return to reapply if you remain unemployed.

(6) How do I go about applying for sickness benefits?

An application for sickness benefits (Forms SI-la&b) can be obtained from a railroad employer, a railroad labor organization, or any Board office. The Board suggests that you keep a sickness benefit application form on hand and show your family members where it is kept and how to use it on your behalf. Also, it is a good idea to keep your latest Form BA-6 with the application. Form BA-6 shows your social security number and includes instructions on how to claim benefits.

Within 7 days of the first day for which you want to claim sickness benefits, complete the application, have your doctor complete the medical statement and mail both sections of the application to the Board. Payments will be expedited if you enclose the right-hand portion of your most recent Form BA-6, but don't delay sending your application if you are unable to locate your Form BA-6.

(7) I mailed my sickness benefit application late, because my doctor didn't complete the medical statement on time. Will I lose sickness benefits because of late filing?

If late filing was solely due to your doctor's delay, and you notify the Board accordingly, you would not lose any sickness benefits.

If an application is filed late, some or all of the sickness benefits must be denied unless a good reason for the delay is furnished to the Board. If you cannot obtain a sickness benefit application on time, or if hospitalization or a doctor's delay prevents timely filing, or if any other circumstances beyond your control prevent timely filing, be sure to enclose an explanation with the sickness benefit application.

(8) Are railroad unemployment and sickness benefits taxable?

Because of a change in Federal tax laws, unemployment benefits and sickness benefits paid for days on which the beneficiary would otherwise have been receiving unemployment benefits may be subject to Federal income taxes, depending on the total income and filing status of the beneficiary.

For more information, obtain a copy of Internal Revenue Service Publication 905, "Income Tax Information on Unemployment Compensation," from the Internal Revenue Service or any Railroad Retirement Board district office.

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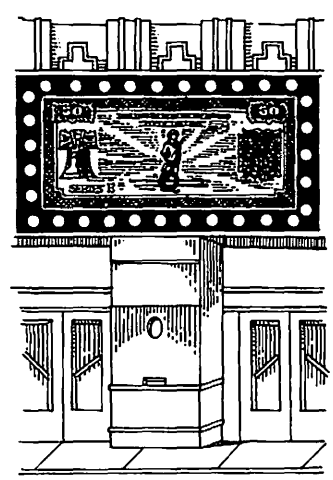

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GAYLORD NELSON ON ENERGY

Gaylord Nelson is concerned about the fragile state of America's energy supply. In fact, he was predicting an energy crunch even before the Arab oil embargo occurred. While in his 1973 Burlington, Wisconsin speech he struggled to make Americans aware of the energy problem, today he is calling for action. "We cannot sit idly by while our economy, our integrity and our security are so fundamentally threatened," says Nelson, "by our dependence on imported oil, with its potential for political blackmail."

The United States is even more dependent on oil now than we were in 1973, the year of the oil embargo. While this nation is fortunate in having within our borders abundant supplies of energy, it will take time to develop them.

America's challenge is to implement a bold national strategy to develop and use wisely alternative energy sources while at the same time reducing our dependence on foreign energy. Gaylord Nelson has been at the forefront in this arena, and believes that a resolution to America's energy problems in the next two decades is crucial for the future of the nation and the American people.

The most immediate weapon in this fight is conservation. Much of our energy is unnecessarily wasted. While we must all pay a personal price through individual sacrifices, the benefits available to us can be astounding.

Weatherization of homes, one of the vital aspects of the energy conservation of homes, has been of particular concern to Gaylord Nelson. In 1974, Senator Nelson introduced the first legislation which provided funds for low income and elderly people to weatherize their homes, and he has submitted new legislation to expand the program to weatherize 10 million homes over the next ten years. This program could save 30 million barrels of oil, and result in an annual savings of $1 billion in foreign payments.

But conservation alone is not enough. We must increase our domestic energy production. And we cannot rely solely on our nation's very limited deposits of oil and natural gas.

"We can obtain the necessary production only by significantly increasing the amount of energy we generate from synthetic fuels and alternative energy sources," says Senator Nelson. And this can be accomplished, believes Nelson, in an environmentally safe manner.

There are many alternative energy sources that can be put to use in the immediate future. These include:

Coal and Shale

Our coal reserves are sufficient to last another 500 years, and oil shale has the potential to extend our domestic oil capability by 50 years. Both can be burned directly and without environmental damage, asserts Senator Nelson, by the use of existing pollution control techniques.

Small Hydroelectric Power

Small hydroelectric dams were largely abandoned as a source of energy after the 1940s when the availability of cheap fossil fuels became widespread. In Wisconsin alone there are 133 dams which could be returned to generating electricity for as many as 225,000 homes.

The Senate has adopted legislation introduced by Gaylord Nelson which would provide incentives for the development of small-scale hydro. This source of energy is inflation-proof, non-polluting, decentralized and encourages the participation of small communities and businesses.

Wood Energy

Gaylord Nelson introduced a measure to provide a 15% residential tax credit for the installation of heating systems which utilize wood as an energy source. Additional Nelson-sponsored legislation would encourage the production of processed solid wood fuel pellets. These pellets can be burned in coal, wood or oil-fired furnaces, and burn with 40% greater intensity than wood. Four plants which would produce wood pellets are being planned for Wisconsin.

Gasohol

Derived from renewable crop resources as well as wood wastes and other sources, gasohol represents another energy source that is immediately available. Existing vehicle engines can use a 10% alcohol/gasoline mixture without difficulty. This usage would at the same time reduce oil imports, extend our gasoline supplies and increase vehicle efficiency.

Energy Conservation

Research conducted by several government agencies indicates that we could save 5.2 million barrels of oil per day by 1985 with the following measures:

- increased automobile fuel economy
  (2,250,000 barrels per day)
- use of electric vehicles powered by coal generated electricity
  (425,000 barrels per day)
- accelerated coal conversion of EPA approved utilities
  (725,000 barrels per day)
- weatherization of homes and other buildings
  (500,000 barrels per day)
- thermostat controls
  (375,000 barrels per day)
- increased gasoline prices
  (375,000 barrels per day)
- increased use of mass transit
  (300,000 barrels per day)
- state and local recycling initiatives
  (250,000 barrels per day)

These energy conservation steps are neither exotic nor unreasonably costly.

Solar

Current technologies for generating active solar energy for heating and cooling water should be combined with building design techniques for taking advantage of passive solar energy. Senator Nelson believes that this can be done now, while at the same time pursuing development of further technologies for harnessing solar power.

To prepare for the future, Gaylord Nelson supports efforts to develop synthetic fuels from coal, oil shale and tar sands. He sponsored legislation to replace 10% of our petroleum-based motor fuels with synthetic substitutes and supports the creation of an independent corporation which will expedite the private sector production of synthetic fuels.

Senator Nelson believes that there is significant potential in nuclear energy, including fusion, once the waste disposal and other safety problems are resolved.

News from Washington

By **Richard J. Calistri**

Proponents of the coal slurry pipeline — a powerful financial combine — are now saying that the success of the commitment to double world coal production by 1990, a commitment made by leaders of the Western alliance at the highly-publicized meeting in Venice, depends in great measure on the export of American coal.

According to Ben A. Franklin writing in The New York Times, proponents of the pipeline legislation now pending in Congress are saying America's share in this commitment could depend heavily on slurrying the product. Says Franklin: "They visualize at the 'faucet' end of United States pipelines — perhaps on huge, offshore buoys outside the country's currently congested coal loading seaports — a fleet of special coal 'tanker ships,' taking on coal slurry from Wyoming and West Virginia."

Rail labor already has testified that coal slurry pipelines will create widespread rail unemployment; are not needed for the transport of coal; are not in the public interest; and are environmentally unsound.

In his Times article, Franklin points out that coal transported by pipeline would take from the railroads "much of their most lucrative haulage." So far, the railroads have been able to fight that by denying the pipelines any crossing of railroad rights of way.

However, the legislation now before Congress would give the pipeline promoters the power of eminent domain — that is, they would have authority to seize, for a fair price and for "public convenience and necessity," the railway crossings for a 7,000 mile coal-by-pipe network.

This is the third time the measure has been before Congress in the last six years, and this time, there is new opposition in the Senate which has passed the measure in the past.

Sen. George McGovern (D, SD) pointed out that "a 38-inch coal slurry pipeline can transport 25-million tons of coal a year, but it may also require 25-million tons of water to do the job" with much of that water coming from areas where shortages of water are of major concern.

He further declared that **"no one has yet documented the need for coal slurry pipelines.** Some proponents argue that it is impossible for railroads and barges to physically handle the demand for coal." Yet, he pointed out, "railroads have made tremendous investments in the physical plant to accommodate the projected demand for coal."

McGovern also said: **"I am deeply concerned that once the power of federal eminent domain is given to facilitate the building of slurry pipelines, that states will have lost effective control over the allocation of their water."**

Senator Max S. Baucus (D, MT) declared that the proposed legislation is "fraught with uncertainties." Proponents of federal powers to assist slurries "contend that coal slurry lines are more economical than railroads," Baucus said, adding: "Yet, their contention remains just that — a contention. The proponents have not provided any concrete evidence to support their claims of economic efficiency."

He concluded that Congress should withhold the granting of federal eminent domain power because the legislation contains too many unknowns. "There are social implications, employment implications, and serious environmental impacts" involved in this legislation which demand further study, he said.

Interstate Commerce Commission Chairman Darius W. Gaskins says railroads should give up the idea that the Commission is going to rubber-stamp all proposed rail mergers. "Protecting competition will be important" in evaluating all merger proposals, he said.

Those comments came at a meeting called to discuss the ICC's overall rail merger policy. Gaskins and other ICC members seemed to be in agreement that competition must be a key factor in all merger evaluations. Pending before the agency right now is the merger of Chessie System and Seaboard Coast Lines. Other merger proposals involve Southern Pacific and Santa Fe; Southern and Norfolk & Western; Union Pacific, Missouri Pacific and Western Pacific.

Commissioner Thomas A. Trantum expressed concern that mergers could lead to a concentration of transportation power in the hands of a few carriers. He said carriers should prove they have exhausted all other means of achieving the benefits they seek through merger.

Meanwhile, plans by the Chicago & North Western and the Milwaukee to share track between mutual city pairs have raised speculation that a merger may be in the wind especially since officials of the two lines announced they have begun negotiations toward "major coordination" throughout their systems.

The two lines considered similar coordination efforts a few years ago but the Milwaukee was in bankruptcy court before any conclusions could be reached.

Rail labor is carefully watching these "coordination" moves to guard against any unnecessary harm to rail workers.

Amtrak President Alan Boyd called a Washington, D.C., news conference to tell the world that the Urban Land Institute has

issued a report on the commercial potential of Washington's historic Union Station. That report, prepared at a $40,000 cost to Amtrak, said that the station could be developed to provide shops, restaurants and other services for rail passengers but only under stringent conditions. Most important of those conditions called for pulling all of the various agencies involved in the project together under a single leader. Congress is now studying a proposal to provide money for renovations to the historic structure.

Meanwhile, back in the Amtrak board room, the carrier's Board of Directors approved funding for the expansion and remodeling of the rail passenger station in Austin, Texas. The $367,000 capital expenditure provides for relocation of Missouri Pacific freight operations to another site and renovation of the existing building. MoPac owns the structure.

The Chessie System is launching a big bucks advertising campaign to tell the public about the fuel efficiency of rail transportation as well as Chessie innovations in service and equipment.

RI aid bill stalled by Court

Implementing a Rock Island employee protection bill has been stalled by a US. Supreme Court review of a district court judge's restraining order. Judge Frank McGarr, overseeing the Rock Island bankruptcy in federal district court for Northern Illinois, issued his restraining order on June 9. **He held that Public Law 96-254 which would provide $75 million for labor protection was an unconstitutional taking of property of the estate (RI's).** The $75 million was to be a government guaranteed loan that would have to be repaid and would have priority in administrative expenses connected with handling of the estate.

PL 96-254 had been passed by Congress and signed by President Carter. Following Judge McGarr's restraining order, the Railway Labor Executives' Association petitioned Justice John Paul Stevens of the U.S. Supreme Court to stay Judge McGarr's order. Stevens agreed with McGarr and issued his denial on June 28. RLEA petitioned the Supreme Court on June 30 for a full court review. **The next day by a vote of 5 to 3, the Court denied the RLEA petition for a stay of the McGarr restraining order.**

What's next: RLEA is asking for a Supreme Court review of the merits of the case, but the Court is in recess until its fall term in October. Congress may change the law, but with campaigning and the political party conventions, plus the usual summer vacations, it appears that nothing will be done until after elections in November.

This RI bill was similar to the Milwaukee bill and its key provisions are:

— Authorize $75 million for labor protection including payments for employee relocation incentives, moving expenses and separation allowances.

— Authorize $1.5 million for career training for displaced employees.

— Authorize up to $15 million for new directed service over RI and Milwaukee lines when a transportation emergency exists which cannot be resolved by interim operating authority or other means, an application for purchase of the lines is pending and likely to be approved, or if grain or food is ready to be shipped to market.

— Requires the Interstate Commerce Commission to order directed service over RI passenger commuter lines for two years if the carrier agrees to serve without federal compensation.

— Directs Secretary of Transportation to provide $25 million in loans to non-carrier entities to buy RI properties to provide service and $18 million to buy Milwaukee Road properties.

— Provides new ICC authority to order special interim service in case of certain railroad emergencies.

The same bill provides for Northeast Corridor improvements, funds for other corridor improvement studies and funds for Amtrak.

The Supreme Court's action affects only the $75 million for RI employees. Some of the reasoning that may be behind McGarr's ruling is that **on May 27, 1980 the ICC filed an advisory report with the District Court stating "that abandonment of the Rock Island and its dissolution as an operating railroad is required by the public convenience and necessity."** It is noted that the Commission did not recommend that any special labor protection condition be imposed on the Rock Island in connection with the abandonment.

Safety bill adds inspectors

Before the July 4 and political parties' convention recess, a rail safety authorization bill had cleared committee and was ready for House action. Work by rail labor again kept key safety measures in the bill, known as HR 7104. Some of the important provisions are:

— $38 million was appropriated for each of the years 1981 and 1982, with an authorization for the Office of Safety of 600 safety inspectors, 45 signal and train control inspectors and 125 clerical personnel, with funds to be available for safety inspector's travel expenses for not less than 20 days per month.

— Up to $2 million authorized

for State safety programs (participation).

— $10 million authorized for Safety Research and Development, of which not less than $500,000 shall be available for treatment of alcohol and drug abuse problems of railroad employees.

EMERGENCY SAFETY ORDERS. The Secretary may, following adequate testing, inspection, investigation or research, issue an order immediately imposing restrictions to end an emergency situation.

The Secretary's action may be reviewed by the courts and if an employee is injured because of failure to take such action when required, an employee may sue the Secretary if physical injury results.

STATE PARTICIPATION. States would be empowered to enforce any other Federal Law regulating railroad safety, as well as the 1970 Safety Act.

CRIMINAL PENALTIES FOR FALSE REPORTING. Fines of not more than $5,000 or imprisonment of not more than two years is provided for false reporting made under the 1970 Railroad Safety Act.

PROTECTION AND RIGHTS OF EMPLOYEES. Railroads may not discharge or harass employees who individually or as union representatives file complaints of violations of Federal Safety Laws or testify in such proceedings.

Employees may not be discharged for refusing to work when confronted by a hazardous condition if the refusal is made in good faith and no reasonable alternative exists and the condition is of such a nature that a reasonable person would conclude the condition presents a real danger of death or serious injury, there is not time to resort to regular channels and the employee, where possible, has notified the employer of the condition and that he intends not to perform further work unless the condition is corrected immediately.

Such disputes arising from this section shall be resolved under the procedures of the Railway Labor Act.

RETENTION OF SENIORITY RIGHTS. Employees may not be discriminated against or required to surrender their seniority rights on a railroad by officials of the Interstate Commerce Commission, the National Transportation Safety Board or the Department of Transportation, or require new employees to relinquish their seniority.

PAY CLASSIFICATIONS. Department of Transportation Railroad Safety Inspectors may not be classified lower than Grade GS-12 and Railroad Safety Specialists shall not be classified lower than GS-13.

HOURS OF SERVICE AMENDMENT. Any railroad which requires its employees to stay in sleeping quarters which do not meet the requirements of the Hours of Service Act is subject to the same penalties as other violations of the Act, with a two years Statute of Limitations.

LOCOMOTIVE INSPECTION ACT AMENDMENT. Reports must be kept on file showing repair of defects disclosed by inspection.

SAFETY INSPECTION. The Secretary is required to report within one year on a method to improve safety inspections as to frequency and scheduling with priority to track and equipment carrying passenger trains and hazardous materials.

Editor's Note: Our thanks to Jim Snyder, national legislative director, for permission to reprint from his United Transportation Union Washington Report.

Simon says:

Congressman Paul Simon (Dem. Illinois) writes that the candidacy of Congressman John Anderson and his present apparent ability to carry about nine states is causing many to ask, "What would happen if no one received a majority and the election went to the House?"

While it is not likely to happen, we could end up with three candidates getting electoral votes, no one of them enough to secure the majority in the electoral college, and then the election does go to the House.

But in the event, let us say, that Carter and Reagan each secured about 40% of the popular vote and Anderson secured 20%, and divided their electoral votes approximately that way — then what would happen is appreciably different from what is now being talked about and written about.

Keep two important things in mind: 1) The members of the House can only vote for the top three candidates in the electoral college; and 2) The electors can vote for anyone they choose.

If we had the three-way split, my guess is that John Anderson would pull his electors together and they would decide to swing their votes to either Reagan or Carter, rather than leaving it up to the House, or an even more interesting development might take place.

Anderson could stick to his position that neither Reagan or Carter should be president, and assuming the House delegation majority is Democratic, he could ask his delegates to cast their votes for either Walter Mondale or Morris Udall.

It is possible that the Democratic electors in the electoral college could then join and make that selection the new president. More likely, it would then go to the House and Mondale would stand a good chance of winning, or Udall might also.

I mention Mondale and Udall because Mondale is universally respected in the House, as is Udall.

Sending control signals over pole lines is like running trains on steam.

Advanced electronic technology has revolutionized every industry in the United States in recent years. The railroad industry is no exception.

In 1980, ELECTRO CODE from EPC keeps you on the track. Leader of the electronics revolution in the railroad industry is Electro Pneumatic Corporation. By applying state-of-the-art electronic technology to traditional railroad systems, we have helped bring railroad safety, economy, reliability and effectiveness squarely into the late twentieth century.

The perfect example of Electro Pneumatic's innovative leadership is ELECTRO CODE — the world's most advanced electronic signal control system.

ELECTRO CODE eliminates the problems long associated with old-fashioned pole line systems, such as line wraps, vandalism and brush growing between the signal control wires. ELECTRO CODE also replaces most of the obsolete mechanical devices used in conventional track circuits with modern low-maintenance solid-state circuits. ELECTRO CODE is warranted for a full two and one-half years, even against damage from lightning.

As the railroad industry enters the exciting age of modern technology Electro Pneumatic Corporation will be in the forefront, supplying you with up-to-date equipment to meet your accelerating needs.

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FOR THE WORKER, FOR THE CONSUMER

PATRICK LEAHY
IN THE SENATE

Patrick Leahy: For Fair and Effective Labor Laws

Patrick Leahy has stood up for fair and effective labor laws time and again in the Senate. He pushed for Labor Law Reform to improve workers' rights to organize and bargain. He helped to defeat attempts by the conservative block to impose national right-to-work (for less) laws. He voted for common situs picketing rights. And he voted against the weakening of Davis-Bacon prevailing wage legislation that assures a fair wage for construction workers.

Patrick Leahy: For Full Employment

Patrick Leahy has tried to stop the export of American jobs by multinational corporations. He has voted for job-creating public works. And he has voted to increase federal job-creating programs in times of recession and high unemployment.

Patrick Leahy never forgets the needs of Vermont's workers. He is in the Senate protecting your job and your rights.

Patrick Leahy: Protecting Your Pocketbook

Senator Leahy has been a vigilant foe of price gouging by the major oil companies. He has kept a close watch on energy prices and profits. And he voted against lifting the price controls on either natural gas or oil. Patrick Leahy knows that the people of Vermont can't and shouldn't have to afford outrageous heating bills. He believes that high prices and reliance on the oil companies is neither a reasonable nor efficient way to improve our national energy independence, and he has fought for that view in the Senate.

Senator Leahy has also voted to reform the tax laws that allow oil companies and other multinationals to reap large tax-free profits overseas, and he has voted for stronger anti-trust enforcement against big business' monopolistic practices.

If you re-elect Patrick Leahy, you can count on a strong and continuing voice for full employment and justice in the work place and a fair shake for Vermont's consumers.

Keep Patrick Leahy in the Senate

But the shift to someone like Udall, who was not on the national ticket, might be politically difficult for many House members. I mention Udall, however, because Anderson has such a high opinion of him; and given that fact, a Udall scenario is not impossible.

If the Republicans should control a majority of the delegations in the newly elected House, then Anderson might throw it to a moderate Republican like Senator Howard Baker, or even to former President Gerald Ford.

And in any of these scenarios, Anderson could end up becoming the vice president.

If the election were to be held today, all of this might happen.

It is not being held today and probably the Anderson candidacy will diminish in force and more and more voters will coalesce, however reluctantly, around the two nominees of the major parties.

But if the Anderson candidacy continues its strength in several states, then we may face a most unusual situation.

It is not likely, however, that the House will face a choice between Carter, Reagan and Anderson. The matter will either be settled in the electoral college or the House will face a choice of Carter, Reagan and _____.

AFL-CIO gives pols rr ideas

The AFL-CIO recently issued some platform proposals which they hope that the Democratic and Republican parties will endorse. These platform proposals were presented back in July in time to arrive at the Republican convention and also in time to be received by the Democrats in time for their platform making process at their August convention.

Of specific interest to railroaders are the following points made by the AFL-CIO program on how to improve transportation.

The general welfare of the nation depends on an integrated transportation system that will safely, efficiently, economically and conveniently move goods and people. A sound transportation program would expand employment opportunities, generate new investment, protect the environment and help achieve the nation's energy goals.

The decline in the nation's railroad system must be reversed. Track must be rehabilitated, equipment modernized and maintenance improved if the nation is to have a rail system that adequately meets the needs of passengers and shippers. The government should take the following actions:

— Provide the funds needed to make Amtrak a first-rate passenger service, place a moratorium on further service cutbacks, and develop programs to increase service nationally.

— Expand existing programs to rehabilitate ConRail plant and equipment and improve service.

— Require railroad management to re-invest rail-generated income in improved service and equipment. If the railroads continue to reduce service by diverting rail income to non-railroad ventures, the government should consider nationalization of the industry.

— Reject deregulation of the railroads which would reduce service and increase rates.

— Provide necessary assistance to bankrupt railroads to preserve essential transportation and maintain competition.

— Improve rail safety by transferring safety and health programs for railroad workers to the Occupational Safety and Health Administration, making acts of vandalism against railroads and railroad workers a federal offense, and increasing funds for federal rail safety programs.

Signal Hours of Service

In several cases brought to the attention of the Federal Railroad Administration by the Brotherhood of Railroad Signalmen, planned work was not considered an emergency and FRA ruled that employees involved are limited to not more than 12 hours of duty.

In one investigation, FRA revealed that the excess service occurred during a signal cut-over project that had been planned for a considerable time. In addition to signalmen, FRA found it "included among those who performed excess service were supervisory officers who participated in an active matter in the signal project and performed service within the scope of the Hours of Service Act."

Because of the planning in advance of the cut-over with material assembled beforehand, FRA said: "Under the circumstances we do not feel that this is work of an emergency nature and therefore the employees involved in this project were limited to not more than 12 hours on duty. Our investigation revealed instances in which employees were on duty more than 12 hours and other instances in which some of these employees were required to return to duty without having had the required off duty period.

"Our findings in this case have been forwarded to the Office of Chief Counsel for processing under the procedures of the Federal Claims Collections Act.

"In addition, in an effort to prevent recurrance of this type of violation, this matter was discussed thoroughly with the responsible carrier officers and the requirements of the Hours of

Service Act, especially as it pertains to the commingled service provisions, were explained thoroughly to all those involved," FRA reported.

In another instance, the BofRS reported that several signal construction men and signal supervisors were required or permitted to perform covered service from 6:30 am until 8:30 pm, or 14 continuous hours in a 24-hour period. Also, signal supervision did not submit time reports concerning number of hours worked.

FRA investigated and said the details to be essentially as BofRS reported. Excess service involved signal supervision as well as signalmen.

FRA said: "Our findings are being forwarded to the Office of Chief Counsel for handling under Federal Claim Collection procedures.

It was also stated that signal supervision must submit an Hours of Service report on those days they perform signal work of repairing, installing and maintaining. This report must contain all service within the 24-hour period the service is performed.

News

Training meet set for October

Brotherhood of Railroad Signalmen will be actively participating in the annual meeting of the National Transportation Apprenticeship and Training Conference to be held October 9 & 10 at the Sheraton-O'Hare Inn near the Chicago airport. Ron Ruple, selected by the BofRS as its signal trainee of the year, will enter in the trainee of the year program at the NTATC meeting.

On Thursday, October 9, the general session will feature speakers from various transportation areas including railroads, airlines, trucking services and waterways. On Friday morning, October 10, a railroad session will be held. Key speakers at this session will include E. L. McCullough, vice president and national legislative representative, Brotherhood of Locomotive Engineers and Robert L. Schmidt, manager communications & signal training, Burlington Northern.

At 1:30 pm a panel discussion will be held by the various trainees entered in the trainee of the year awards program sponsored by NTATC. Included in the panel will be Signalmen's Ron Ruple, who is a retarder yard maintainer for the Missouri Pacific at North Little Rock, AR.

At 7:00 pm on Friday, October 10, a banquet will be held honoring the trainees of the year.

BofRS to hold midwest meeting

Brotherhood of Railroad Signalmen will hold a regional meeting at Anderson, IN, on October 3 & 4. On Friday, October 3, a training session for local lodge officers will be held at Linder's on the Point near Anderson at which time M. B. Frye, vice president, will conduct classes on handling of grievances, claims and minor disputes as well as the duties of fair representation. Also, the application of the Hours of Service Act to signalmen will be discussed by W. W. Lauer, director of research.

On Saturday, October 10, the midwest regional meeting will be held also at Linder's on the Point. Representatives of AEtna Life & Casualty, Provident Life & Accident and Travelers Insurance Companies will discuss their respective insurance plans including benefits. Discussion of the responsibilities of Signalmen in carrying out their duties of making FRA signal RS&I tests as well as railroad safety as monitored by the Federal Railroad Administration will be discussed at this regional meeting. A representative of FRA will be on hand to answer questions not only concerning safety but application of the Hours of Service Act to Signalmen. Application of the Federal Employer's Liability Act to Signalmen and how it can aid the injured railroad worker will be discussed by an attorney from the law firm of Erpelding & Zitka. Also a representative of the Railroad Retirement Board will be present to discuss retirement and unemployment benefits.

The meeting will be chaired by John E. Hansen, vice president and national legislative representative. President R. Thomas Bates will bring members up-to-date on events nationally and locally that affect the Signalmen.

A social hour and luncheon will follow the meeting in the early afternoon on Saturday, October 10.

Santa Fe to put in 99 mi of ctc

Santa Fe has applied to the Federal Railroad Administration for permission to install a traffic control system between Temple and Cleburne, TX, about 99 miles. TCS will replace an existing automatic block signal system.

BofRS meeting to be in St. Paul

A regional meeting of the Brotherhood of Railroad Signalmen will be held Saturday, November 1, in St. Paul, MN. A tentative plan for the meeting will include representatives of AEtna, Provident and Travelers Insurance Companies to discuss their respective insurance plans

covering dental, medical and supplemental sickness benefits. The Federal Employer's Liability Act and its application to injured signalmen will be discussed by an attorney from the Rerat Law Firm. Railroad safety and the application of the Hours of Service Act of signalmen will be discussed by a representative of the Federal Railroad Administration.

The meeting will be chaired by John T. Bass, vice president, BofRS. President R. Thomas Bates will bring members up-to-date on current events that affect signalmen. A social hour and luncheon will follow the meeting.

Signalmen and ConRail work on updating an agreement

Writing some proposed agreement language is Bernard E. Britcher (left) general chairman USGC-CR. At his left is John E. Hansen, vice president, BofRS.

Other signalmen at the meeting were William P. Glavey, general chairman, CR-Reading; and Willis Abner (right) executive assistant general chairman, USGC-CR.

At the June meeting in Mt. Prospect were J. S. Stewart, assistant director labor relations and E. T. Eveland (right) staff engineer, C&S.

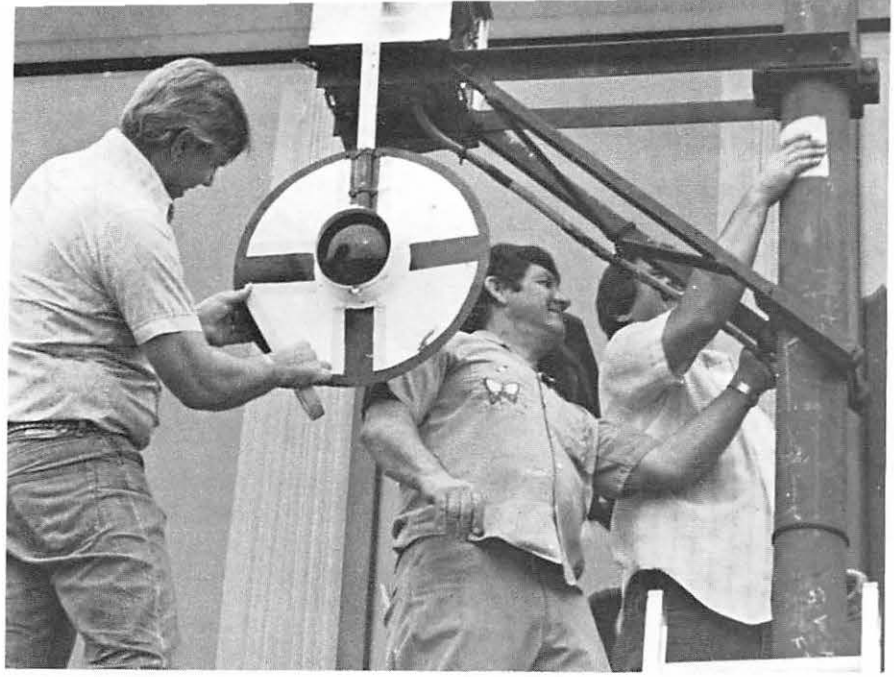
Interested signalmen at the meeting were Al P. Goff (left) general chairman, CR-NYNH&H; W. D. Best, BofRS secretary-treasurer; and Carl T. Heitzman, general chairman, CR-LV.

Labor relations officers were also in on the negotiating session, as well as President Tom Bates of the Signalmen. Shown here (left to right) are: G. F. Bent and M. Midgley, directors of labor relations; Bates; and Don Murphy, general secretary-treasurer, United Signalmen general committee.

Wig-wag crossing signal has been donated to the BofRS for its headquarters building in Mt. Prospect, IL. Val Van Artsdalen (left) grand lodge representative, holds banner as V. M. "Butch" Speakman, grand lodge representative, works on loosening holding bracket. W. W. "Walt" Lauer (right) director of research, watches.

Turning signal around so when viewed from the entrance walk below, wig-wag appears as it would to a motorist with the swinging banner out over the roadway. Van Artsdalen (left) pulls as Speakman (center) pushes and Lauer (right) pulls on rope to lighten load.

Getting ready to raise wig-wag on the mast are (from the left) Speakman (in front of Van Artsdalen), William G. Gradl, administrative assistant to the secretary-treasurer; Walt Lauer and W. D. "Dink" Best, BofRS secretary-treasurer.

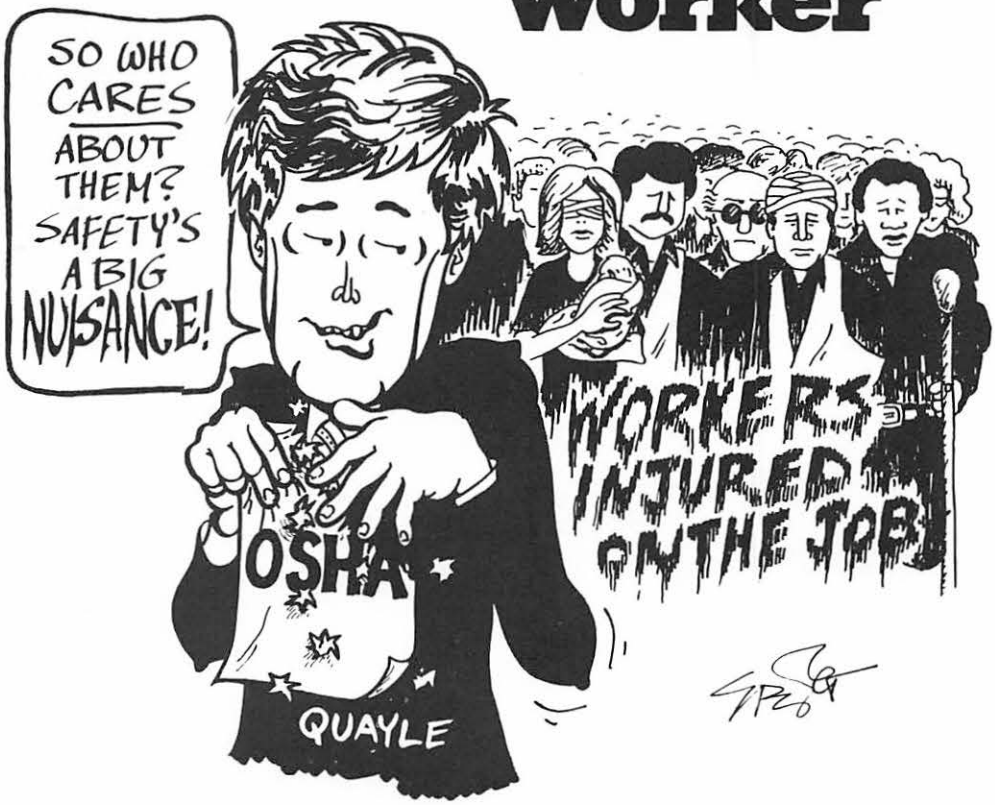


Sanding and painting of banner and mast are next. Van Artsdalen masks before painting and Speakman sands mast while Lauer (center) offers suggestions.

Painting begins with Speakman applying aluminum paint to supports and mast, while Van Artsdalen paints the banner of the wig-wag.

Hooking up the controls is Witt B. Harwell, Jr., vice president and former signal inspector of the Santa Fe. Wig-wag was donated to the Brotherhood by B. J. Hutton, assistant chief engineer signals system, Santa Fe. The wig-wag is now over the rear entrance to the Brotherhood's headquarters building.

about Dan Quayle - The Right Wing: Against the American Worker



The United States has many problems at the present time, problems of inflation, unemployment and recession at home, problems of international trade and foreign relations abroad. There are no simple answers to these undeniably serious problems, but Dan Quayle—who is running for Birch Bayh's seat in the Senate—would have you believe that there are.

Dan Quayle and his associates in the right wing American Conservative Union are pushing a set of simplistic, but very dangerous solutions to our country's problems. They talk about dismantling large segments of the government. But when you peel off the fancy words, the right wing program looks very much like an anti-worker program. It would strip workers of their most basic rights and protections under law.

Five Decades of Progress—Wipe It Out

If Dan Quayle had his way, he would turn back the clock on five decades of hard won progress toward fairness and justice for the American worker.

Dan Quayle wants to repeal the minimum wage. Dan Quayle wants to cut back the Social Security benefits received by disabled workers. Dan Quayle wants to limit eligibility for unemployment compensation benefits—even in times of high unemployment and recession. Dan Quayle is against federal aid to state and local governments that would soften the blow of the recession on employment. These basic rights give the American worker assurance that he or she will have food to put on the table, even in times of personal or national economic problems. These benefits—a minimum wage, unemployment compensation, disability benefits—are little enough to ask for a lifetime of dedication to work. Yet Dan Quayle would wipe them out. He has voted against all of them as a U.S. Con-

Health and Safety On-the-Job—Who Needs It?

Occupational Health and Safety is the most visible target of Dan Quayle and his far right wing friends. Dan Quayle has repeatedly voted to weaken worker protections through cutting funding for OSHA—the Occupational Health and Safety Administration. He has voted to exempt groups of businesses from OSHA coverage. He has worked to prevent federal OSHA standards from being enforced in Indiana. He has voted against "black lung" benefits for coal miners. And he has endorsed the "STOP OSHA" effort of the American Conservative Union—an attempt to fully repeal the protections of the Occupational Safety and Health Administration. Dan Quayle says that he wants to free employers from the "burden" of OSHA regulations. But we know what he means. Dan Quayle means that he wants individual workers to pay the price of inadequate safety precautions and unhealthy workplaces.

Dan Quayle means that he wants to go back to an age when an employer didn't have to worry about a worker's hand lost to a machine or a lung to cancer. He wants to go back to the days before machine guards and adequate ventilation. He wants to go back to the days of slippery floors and leaking chemicals. The right wing Mr. Quayle wants to take us back to a "better" age—an age when workers could be used up and discarded like some broken machine. Business and Mr. Quayle may have viewed that as a "better" age, but it certainly wasn't for the workers.

The Right to Organize? No!

Dan Quayle doesn't want the government to protect the worker, and he doesn't want to leave workers the right to protect themselves through organizing and collective bargaining either. Dan Quayle voted against the Labor Law Reform bill, that would have aided organizing and stiffened penalties against employers who violate labor laws. Dan Quayle voted against the right of hospital employees to organize and bargain collectively. Dan Quayle voted against the Common Situs Picketing bill that would have allowed effective actions by construction unions. Dan Quayle voted to deny workers the right to wages lost during a time when an employer illegally refused to bargain with a union. And Dan Quayle voted against withholding government contracts from willful or repeated labor law violators like J. P. Stevens. Dan Quayle says he is against "big" labor; but what he clearly is against is every worker's right to a voice in determining salary and working conditions.

Wage Cutting and Kickbacks

Dan Quayle has voted on several occasions against Davis-Bacon prevailing wage protections. An end to prevailing wage protections would mean chaos in the construction industry. It would open the door to contractors underbidding on federal construction—on the basis of wage cutting and kickbacks. It would assure that your federal tax dollars would be wasted on slipshod construction. Dan Quayle would have you believe the prevailing wage laws are a major cause of inflation, yet no one has ever proven that tired old myth because it simply isn't true. Dan Quayle wants to repeal this program that has proven good for workers, good for industry and good for your community. He must be looking for a fast buck for his contractor constituents—at the expense of Indiana workers.

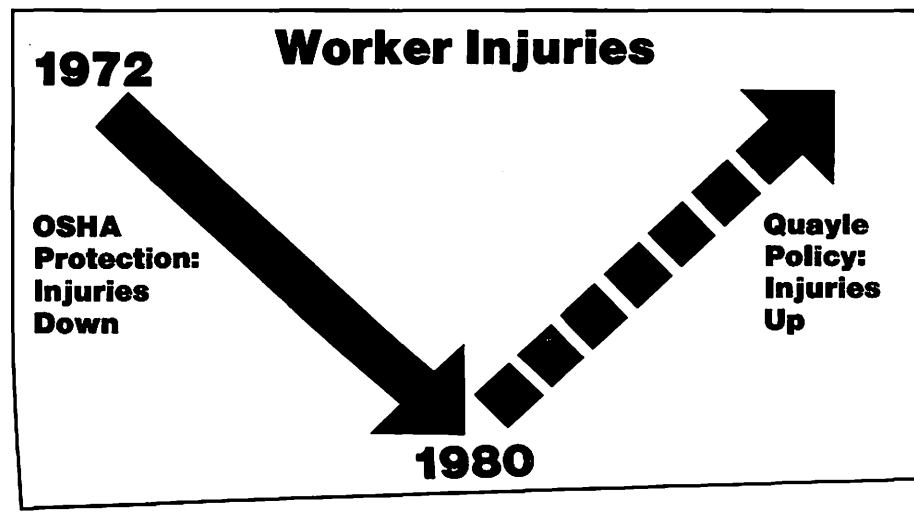
A Voice for Big Business

Dan Quayle is heavily supported by big business, and he pays them back. When the House of Representatives was considering the financial bail-out of the troubled Chrysler Corporation, Dan Quayle tried to convince his colleagues that they should double the wage concessions extracted from the Chrysler workers. Luckily, he wasn't successful. Dan Quayle refuses to hold business responsible for the health and safety of its workers, yet he would hold workers responsible for the failures of business management.

Against Your Rights and Your Paycheck

Dan Quayle says he is for more "free enterprise" as a solution to the nation's problems. There is nothing wrong with free enterprise. But when Dan Quayle says "free enterprise," he means the freedom of business to do as it pleases—the freedom to run an unsafe plant for a little extra profit, or the freedom to refuse to bargain with your union. Dan Quayle means that he will give workers the "freedom" to be unemployed or disabled—with no compensation to put food on the table.

Don't let Dan Quayle fool you. Know him for what he is and expose his slick propaganda. Don't allow another voice against your rights and your paycheck. Keep Dan Quayle out of the Senate.



News About Members

Signalmen have 516 service years

Sixteen members of Philadelphia Lodge 18 will have completed over 516 years of service by the end of this year. Four members will have completed 38 years of service each. They are: J. A. Boyer, signalman; F. L. Marchiano Jr., signal inspector; J. P. Shaffer, signalman; and W. C. Siefring, signal foreman. D. A. Gallagher, maintainer of tests, will have completed 34 years of service by the end of this year.

Eleven men will have completed 30 years of service by December 31. They are D. H. Anderson, signalman; P. C. Andersen, signal maintainer of locking; W. F. Burt, signal inspector, W. F. Dobbins, signalman, A. H. Dworanczky, maintainer test; T. J. Gillan, maintainer test; H. J. Griffith, inspector test of signal test, C. B. Miles, signal maintainer, E. W. Schickling, signalman; W. R. Sims, signal inspector and H. J. White, signal maintainer.

SOUTHERN PACIFIC: **G. M. Nisle,** signal maintainer at Ashland, OR and **H. D. York,** signal maintainer at Klamath Falls, OR have retired. Brothers Nisle and York are members of local lodge 34.

BURLINGTON NORTHERN: **Leonard Gray,** signal maintainer at Newport, WA, retired on May 30, 1980. Brother Gray had over 41 years of railroad service having worked in the track department on the old Great Northern and also since 1946 working in the signal department. Brother Gray is a member of Vancouver Lodge 188. **Kenneth Warren,** also a member of Vancouver Lodge 188 and a resident of Cashmere, WA, has retired. **John A. Anderson,** a member of Great Northern Lodge 154, has retired.

CHESAPEAKE & OHIO: **Calvin Kramer,** a member of Russell Lodge 139, has retired.

CONRAIL: **Lawrence E. Crawford,** a member of Mahoning Lodge 117, has retired. **Robert W. Krepps,** a member of Olean Lodge 134, has retired.

CHICAGO & NORTH WESTERN: **E. W. Geer,** a member of local lodge 130 and a resident of St. Charles, IL, has retired.

LOUISVILLE & NASHVILLE: **J. W. Ferrell,** signal maintaner at Louisville, KY, and a member of Risedon Lodge 208, has retired. Two members of Eastern Kentucky Lodge 215, have retired. They are **Virgil D. Hill** and **James Strong.**

MILWAUKEE ROAD: **Royal C. Mansfield,** a member of local lodge 219, has retired.

NORFOLK & WESTERN: **James R. Dooley,** leading signalman from Roanoke, VA and **Robert E. Humphrey,** signal maintainer of Salem, VA, have retired. Brothers Dooley and Humphrey are members of Goodwin Lodge 77. **James E. Watson,** leading signalman of Conneaut, OH and a member of Austin Lodge 113, has retired. **Robert J. Weyandt,** signal maintainer on the Pittsburgh division and a member of CTC Lodge 199, has retired. **H. L. Harshbarger,** signal maintainer at Hammond, IN, and a member of Nickel Plate Lodge 166, has received his 40-year service pin from the railway.

SANTA FE: **W. C. Spencer,** a member of Rocky Mountain Lodge 161, has retired.

SEABOARD COAST LINE: The following members of local lodge 16 have retired: **Carson H. Johnson,** a resident of Lakeland, FL; **J. A. Johnson, Jr.,** a resident of Richmond Hill, GA, and **Jesse A. Johnson,** assistant signalman, of Savannah, GA.

SOUTHERN PACIFIC: **D. Wirtz,** signal maintainer on the Oregon division and a member of local lodge 34, has retired. **J. W. Pearson,** signal maintainer on the Sacramento division and a member of Sacramento Lodge 179, has retired. **J. A. Leger,** signal foreman on the Houston division and a member of Gulf Coast Lodge 99, has retired. Another member of local lodge 99 who retired is **R. L. Mouton,** signal gang foreman.

UNION PACIFIC: **Robert A. Stone,** a member of Portland Lodge 156, has retired.

Live and help live

Catastrophic diseases are taking the lives of too many of our young children. St. Jude Children's Research Hospital is the largest center for the study of childhood cancer and other catastrophic diseases that are killing these children.

Upon diagnosis and a doctor's referral, a child may be accepted and treated free of charge from anywhere in the world. This vital knowledge touches many more lives than those brought to Memphis. The research and treatments perfected here are used by doctor everywhere.

St. Jude's purpose is to help children everywhere to live. Please help St. Jude. For further information or to make a tax-deductible gift, write 539 Lane Avenue, Memphis, Tennessee 38105.

Give and help live.

ST. JUDE CHILDREN'S RESEARCH HOSPITAL
Danny Thomas, Founder

Obituaries

Leon H. Barnes, retired signalman for the former New York, New Haven & Hartford at Hartford, CT, died. Brother Barnes had completed 41 years of service when he retired in January, 1958. He had been a member of Nutmeg Lodge 7.

L. R. Griffith, retired former general chairman of the Illinois Central General Committee, died April 7, 1980. Brother Griffith worked up through the ranks from helper to signal maintainer and then later was supervisor of signals at Carbondale, IL. He had been very active in the Brotherhood and had served as recording & financial secretary and local chairman of Cairo Lodge 51. He retired from the railroad in December, 1967 having completed over 51 years of service.

Henry Hamm, retired signal maintainer for the Southern at Burnside, KY, died. Brother Hamm retired in March, 1960. He was a member of Miller-Griffith Lodge 49.

Roy L. Holcomb, retired signal foreman for the Chesapeake & Ohio, died recently. Brother Holcomb was 74. He had completed 45 years of service at the time of his retirement in 1969. Brother Holcomb was a member of Clifton Forge Lodge 89.

C. E. Kelley, retired signal maintainer for the Southern Pacific at Yuma, AZ, died. Brother Kelley had completed 30 years of service when he retired in October, 1949. Brother Kelley was a member of Tucson Lodge 126.

J. M. Lamb, a retired signalman for the Southern Railway and a resident of Greenville, SC, died March 26, 1980. Brother Lamb was a member of Walters Lodge 110.

Charles London, a signal department employee of the Norfolk & Western and a resident of Tipton, IN, died recently. Brother London was a member of local lodge 169.

James E. Lyons, retired welder in the signal department in the Norfolk & Western, OH died recently. Brother Lyon had also been a signal maintainer for the N&W. He retired in August 1961 after completing 42 years of service with the railway. He was a member of Goodwin Lodge 77.

J. D. Ramsey, a signalman on the Santa Fe and a resident of Stockton, CA, died February 1, 1980. Brother Ramsey was a member of San Joaquin Valley Lodge 173.

Oscar L. Reavis, retired signal tester helper for the Louisville & Nashville at Nashville, TN has died. Brother Reavis retired in April, 1974 after completing 32 years of service with the railway. He was a member of Risedon Lodge 208.

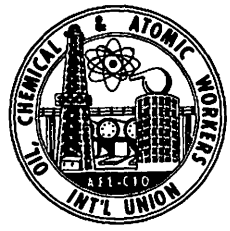
Clifton L. Russell, retired signal maintainer for the Baltimore & Ohio at Wilmington, DE, died. Brother Russell had completed 43 years of service when he retired in 1965. Brother Russell was a member of Monumental City Lodge 31.

D. H. Schnebly, retired leading signalman for the Denver Union Terminal died. Brother Schnebly had completed over 45 years of service when he retired in August, 1972. He had been active in Brotherhood work and had served as local chairman of local lodge 24.

Albert R. Sorensen, retired signal maintainer for the former Chicago Great Western at Hampton, IA, died. Brother Sorensen had completed over 43 years of service when he retired in July, 1967. He had been active in Maple Leaf Lodge 98 and had served as chief signalman.

Arthur J. Spuller, retired signalman for the former Nickel Plate (now part of the Norfolk & Western) at Continental, OH, died February 13, 1980. Brother Spuller had completed over 40 years of service when he retired in March, 1963. He was a member of Nickel Plate Lodge 166.

Patrick Ward, retired signal maintainer for the former New York, New Haven & Hartford at Hartford, CT died. Brother Ward retired in December, 1960 after completing 51 years of service. He had served as a local chairman and trustee in Nutmeg Lodge 7. Also, Brother Ward had been a delegate to three BofRS conventions.



OCAW ASKS: PLEASE DON'T BUY FABERGE PRODUCTS SOLD UNDER THESE BRAND NAMES:

Babe
Faberge Organics
Farrah Fawcett
Brut
Woodhue
Aphrodisia
Tigress
Tigress Musk
Zizanie de Fragonard
Macho
Ceramic Nail Glaze
Great Skin
Aqua Net Hair Spray
Just Wonderful
Caryl Richards
Tip Top Accessories
Flambeau
Kiku
Xanadu

The Last Consumer Purchase

By Esther Peterson

As unpleasant as it is to think about, death is something we all ultimately have to face. Planning ahead can assure you and your loved ones that your funeral and burial wishes are carried out and that your decisions are within your financial means.

Few people realize how many different decisions must be faced regarding funeral and burial arrangements. This list of questions, most of them developed by the Los Angeles Funeral Society for its members, will familiarize you with the scope of possibilities and help you make the decisions which are right for you.

Funeral Plans

- Have you written down your desired funeral plans and given a copy to someone you trust?
- Do you know that pre*planning* your funeral does not mean pre*paying*? In fact, I don't think prepayment for funeral arrangements is usually a very good idea because in our mobile society consumers often move away from the area where prearranged funeral plans have been made. In addition, it is easy to overlook the total price of death arrangements if the funeral is paid off over a number of years.
- Do you want a customary service with the body present? Or do you prefer a memorial service held at your home or place of worship? If a memorial service is your choice, it can be held at any appropriate time or place because there is no body present. A memorial service can be quite elaborate or very simple with close friends talking about their past experiences with the deceased. Again, talk it over with your loved ones and write down your wishes. You will feel better and so will the persons having responsibility for carrying them out.
- Do you prefer cremation, burial, embalming? Do you know that embalming is mostly for cosmetic purposes and it actually preserves the body for only a short time? Embalming is rarely necessary for simple disposition, but if a body is held over 24 hours, most state laws require that it be embalmed or refrigerated. If the deceased had one of several contagious diseases or if the body is being transported by plane, train or other common carrier, embalming is also necessary.
- Do you know that a casket is not legally required for cremation? This is true in all 50 states.
- If you have decided on a conventional funeral, you may want to check with several funeral directors and ask for an itemized list detailing the cost of caskets, embalming, hearses, limousines, newspaper notices, and other services.

Burial Plans

As in the case of paying for funerals in advance, buying family burial lots in advance may also create problems, especially when one plot has been used and the other family members choose not to be buried in the remaining plots. If you do decide to buy a plot (or a whole family lot), it is wise to check to see if the cemetery you are dealing with is a member of the National Exchange Trust, Ltd., P.O. Box 501, Beckley, West Virginia 25801. Cemeteries that belong to the Trust permit consumers to transfer their equity in a plot from one area to another as long as both cemeteries belong to the Trust.

- Do you know that burial vaults are not required by law? This is true in all 50 states.

Financial Help

- Do you know that certain death benefits are often provided by Social Security ($255), the Veterans Administration ($300 mortuary allowance, $150 burial allowance), railroad retirement plans, labor unions and fraternal organizations? Some insurance policies and medical benefits plans provide specific death benefits. Now is the time to look into those policies.

Anatomical Gifts

- Finally, if you want to donate your body or its organs for research or transplantation, have you discussed this matter with the persons who will probably be handling your funeral arrangements? Merely filling out a donor card doesn't mean your wishes will automatically be followed. It is *so* important to tell your friends, lawyer, spiritual advisor, doctor and — most emphatically — your relatives. Sometimes there are misgivings among survivors when it comes to actually giving someone's body or organs to a hospital or medical school.

Many states permit you to note on your driver's license that you are an organ donor; otherwise it is necessary to fill out a Uniform Donor Card and carry it with you. These cards are available from several organizations including Medic Alert, Turlock, California 95380. In addition, you may want to send for the free National Institutes of Health brochure, *How to Donate the Body or Its Organs.* Write to Department 577H, Pueblo, Colorado 81009. Two Uniform Donor Cards are included in the brochure.

You may, of course, decide that you do not want to be a donor any longer. In most cases all you have to do is tear up your donor card.

Esther Peterson is Special Assistant to the President for Consumer Affairs and Director of the U. S. Office of Consumer Affairs.

News from Canada

Glacier maintainer at Stoney Creek yard is Brother John B. Barnes.

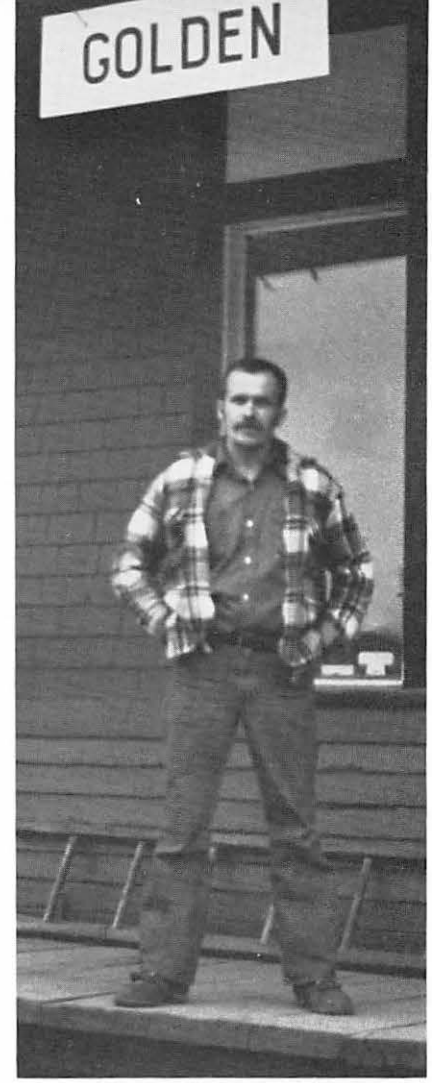
Rogers signal maintainer (below) is Brother Pierce M. Gilmore, shown at Rogers west.

CP signalmen work in western Canada

One month last fall, R. E. York, assistant general chairman and local chairman Cariboo Lodge 192 made an 1100-mile trip through western Canada visiting CP Rail signalmen on the job.

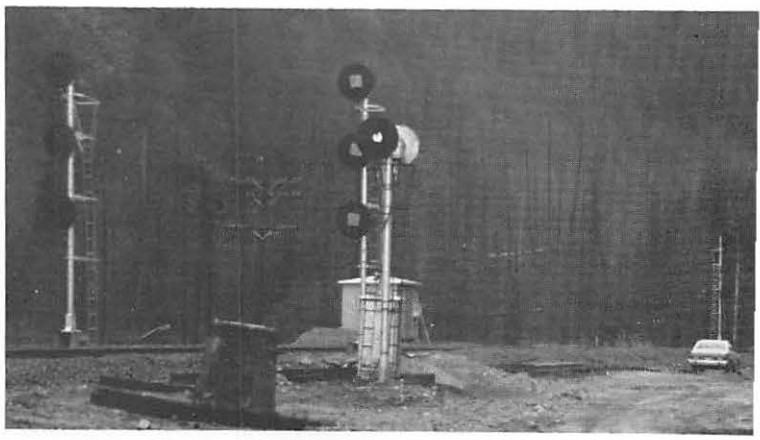
He reports the trip was very worthwhile and many subjects were discussed. Most common was the signal training program and the method of payment in lieu of overtime except under certain circumstances.

The accompanying pictures were taken by Brother York, for which we add our sincere thanks.



Signal maintainer at Golden, BC is Jim Doyle. He is a member of Cariboo Lodge 192 as are others in the article.

Installing signals for a new diversion line three miles west of Revelstoke finds Pete Pisio, signal foreman, with plans checking a wayside instrument case. Other members of his gang are up on the hillside (one on a pole) hooking up line drops to the instrument case.

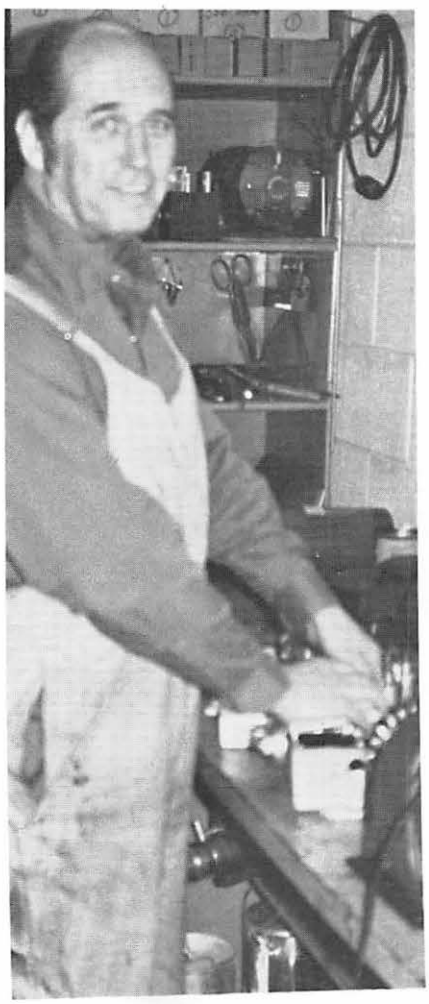


New siding or passing track is at west end of Tum Tum, BC on CP Rail.

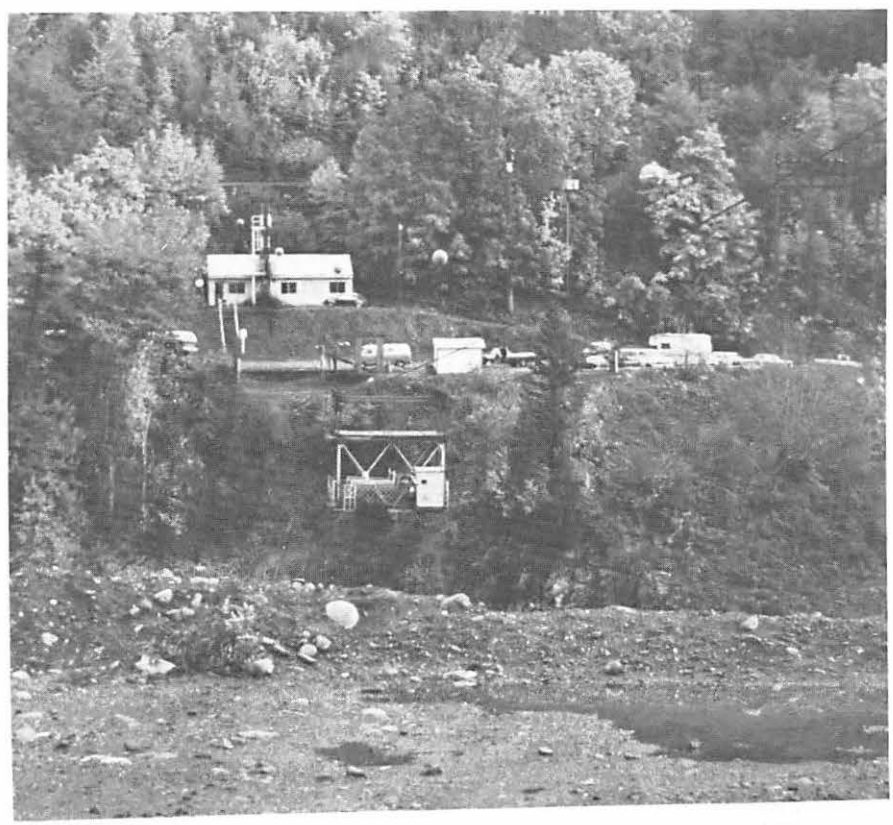
Revelstoke signal maintainers are (left to right): Ray G. Laurilla, Revelstoke west; W. J. (Jim) Monteith and Russ E. Taylor, Revelstoke east.

Mission signal maintainer is Don E. (Skip) Heatherington.

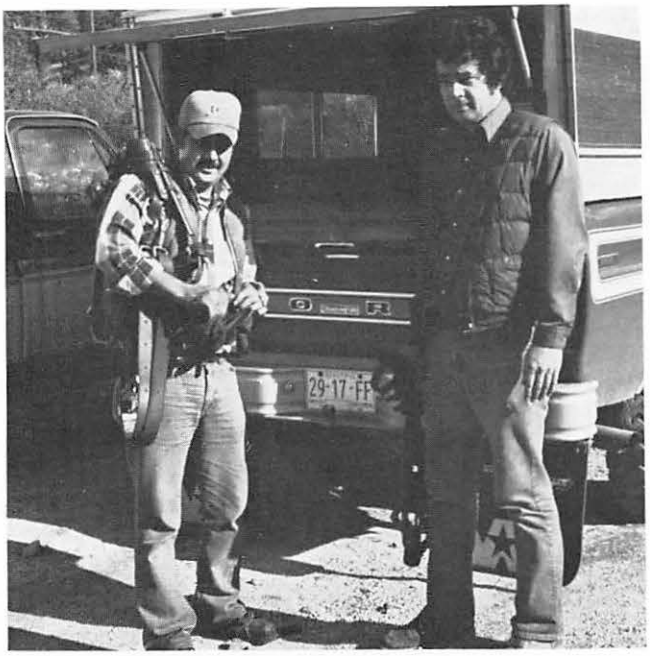
Signal gang is constructing signals for the new diversion Tappen to Notch Hill, about 7 miles. John S. Hedin (at right) is signal foreman, shown here at Tappen, BC.



Coquitlam signal maintainer is Les L. Krogh shown here at his headquarters.



Aerial ferry at Boston Bar provides transport link for Brother J. Jerry Millers who is signal maintainer at North Bend for CP Rail.



Lytton signal maintainer is Pat K. Orvis (right) and his helper is Cyril R. Haugen.

Vancouver maintainer is Mike Katinic (right) and his helper is ? If Brother Katinic or anyone else identifies the Brother on the left in this picture, we will be happy to rerun the picture with the correct identities. The editor needs help.

Signalman's wife wins court test

The following comes to TSJ from the Herbert Herald of Herbert, Sask. Our thanks for the fine article about a signal maintainer's wife and her battle with the courts.

Mrs. Abell was represented in court by her husband, Jay D. Abell, CP Rail signal maintainer at Herbert, Sask. and a member of Saskatchewan Lodge 203.

Marlene Abell, a local domestic engineer of Herbert, Sask., at long last received from RCMP Commissioner R. H. Simmons the required Restricted Weapon Registration Certificate for her Second World War keepsake — a Chinese Sten sub-machine gun which he has thrice been directed by two Judges and three Court of Appeal Justices to issue in her favour.

To add frosting to her cake, the registration certificate is dated the 20th of December, 1977, the date upon which Mrs. Abell's Application to Register a Restricted Firearm in Form C-300 was made to, and endorsed by the Local Registrar of Firearms at Morse, Saskatchewan, in compliance with the direction made in the Judgment handed down on the 8th of August, 1979 by Mr. Justice E. E. Bayda and concurred with by Mr. Justice Mervyn Woods and Mr. Justice R. L. Brownridge of the Saskatchewan Court of Appeal. This was considered to be the main point of contention in Mrs. Abell's legal challenge, under section 99 of the old Code, to the Commissioner's unlawful refusal to issue to her the necessary registration certificate for this relic of our Country's past struggles for our Freedom.

The Commissioner had claimed registration did not take effect until such time as he and his minions at RCMP Headquarters in Ottawa eventually got around to doing their final official paperwork.

Mrs. Abell has thus established new case law for Canada by having the Courts recognize her "acquired, accrued and/or accruing right" to the issuance of this registration certificate effective the day the Local Registrar of Firearms accepted and endorsed her application for registration; therefore, such a legal right did continue unaffected even after that section of the law under which she had applied was repealed on the 1st of January, 1978.

Signalmen tell safety is goal at Mississauga rail inquiry

Testimony by the Brotherhood of Railroad Signalmen at the Mississauga accident inquiry stressed safety and related how signalmen play a key role in the installation and maintenance of safety devices including hotbox detectors, rail-highway grade crossing warning devices and signal systems. John E. Platt, vice president, presented the *Signalmen's testimony at the*

inquiry. Roger E. McCaughan, grand lodge representative and general chairman, assisted Brother Platt and attended the inquiry.

The inquiry is to find the facts and determine the cause of a derailment of a CP Rail freight train last November in Mississauga, Ont., in which 250,000 people were evacuated because of the rupture of tank cars carrying toxic chemicals. Fortunately, no one was hurt.

Below is the testimony presented by Vice President John E. Platt.

The Brotherhood of Railroad Signalmen is a union which represents railway employees employed on Canadian and American railways, whose duties are the construction and maintenance of signal systems, highway crossing protection devices, dragging equipment and hotbox detector systems. The BofRS, since its birth at Altoona, PA in 1901, and our extension into Canada in 1920, has always strived to maintain and advocate an ever increasing level of safety on the railroad systems in North America. Unfortunately, our views are not always accepted, or when accepted, acted upon with any degree of haste.

A glaring example is our Brotherhood's extensive submission concerning hotbox detectors to the Railway Transport Committee General Safety Inquiry held in 1970. The brief submitted by the Canadian Railway Labour Association, an organization which the BofRS is an active participant, adequately covers the position taken by our Brotherhood on hotbox detectors, before the safety inquiry. I will not, therefore, repeat the arguments in this submission.

However, the BofRS **still strongly believes, that the proven value of hotbox detectors in the early detection of journals running hot, cannot be overstated.** The only way to prevent derailments as a result of hotboxes on a railway system is by early detection. The technology to facilitate this early detection has been available for some twenty years at the very least, and yet there are today railway systems in Canada that are not using hotbox detectors on their rail systems to the extent necessary to ensure the maximum possible protection against hotboxes. In the opinion of the Signalmen, this is tantamount to gross negligence.

As stated in the brief submitted by the CRLA since dangerous commodities must be moved by rail, it is therefore, mandatory that the public and railway employees be protected from the harsh consequences of accidents involving these lethal materials.

Our Brotherhood can only assume that hotbox detectors have not been installed as required, on the basis of economics. In our view, the incident at Mississauga must clearly demonstrate the fallacy of this criteria. **The Railway Transport Committee of the Canadian Transport Commission must exercise its regulatory power pursuant to the Railway Act, to ensure that the railways install hotbox detectors and dragging-equipment detectors at locations where the regulatory body deems they are necessary to protect the public and railway employees.**

Another major concern of the Signalmen — brought to the 1970 Railway Safety Inquiry — is the lack of regulation concerning the construction and maintenance of railway signal systems and crossing protections. There are Canadian Transport Commission regulations governing the installation and construction standards and specifications for signal systems and crossing protections, but these regulations are silent as far as maintenance and inspection procedures are concerned to ensure that the signal systems and crossing protection devices, continue to operate as intended after installation. In our view, this is an omission which must be corrected. **Minimum standards of operation must be regulated, minimum inspections and intervals of inspection must be regulated and rigidly policed by the Canadian Transport Commission.** In our opinion, it is asserting the obvious, when we argue that a modern and efficient signal system is essential to the safe operation of a railway network.

There are over three thousand railway/highway crossings in Canada. The only thing between a hundred car freight train and the Canadian public, heavy trucks and private automobiles at these crossings, is these protective devices. However, there is nothing to ensure that the Canadian railways inspect and maintain these devices to a minimum level of safe operation or at reasonable intervals.

Obviously, this is another area that becomes accentuated by the increased movement of dangerous commodities by rail. Another dimension is readily apparent, since at a highway crossing accident, the train could contain no dangerous materials, but a chlorine tanker truck could be involved, this would be sufficient to precipitate another Mississauga. **Rail crossings today not only have the potential to kill one or two Canadians, but thousands.**

The Railway Transport Committee Safety Inquiry, 1970 in its third report contained the following recommendation:

RULES AND INSTRUCTIONS FOR INSTALLATION, INSPECTION AND MAINTENANCE OF RAILWAY SIGNAL EQUIPMENT

Each railway coming under the jurisdiction of the Canadian Transport Commission be

required (within a time limit to be specified later by the Railway Transport Committee) to submit to the Secretary of the Railway Transport committee a draft of proposed revised rules and instructions for the installation, inspection and maintenance of railway signal devices and equipment, sufficient to assure operation of these signal devices and equipment as intended for the safe operation of trains."

Since the Railway Transport Committee Safety Inquiry, third report dated December 28, 1973, a period of seven years, there is no regulation implementing this recommendation. Some time after this report a Railway, Union, Railway Transport Committee "Working Group on Signals" was established. The Brotherhood of Railroad Signalmen was represented on this working group. I must concede, we are getting close to what is called an "Inspection and Test Schedule of Railway Signal Systems and Devices" but I must hastily add, that it is not a regulation as yet, and it will only cover the very minimum of maintenance and inspection requirements. A copy of the proposed minimum standards being considered is attached as Appendix A.

APPENDIX A.

INSPECTION AND TEST SCHEDULE OF RAILWAY SIGNAL SYSTEMS AND DEVICES

SIGNAL SYSTEMS & DEVICES	Monthly	Quarterly	Semi Annually	Annually	Every 2 Years	Every 4 Years	Every 8 Years	Comments
HIGHWAY GRADE CROSSING WARNING DEVICES								
(1) Operation and Alignment of Lamp Units.	A							
(2) Flashing Rates, Voltage Applied to Lamps.			A B					
(3) Gate Mechanisms and Bells.			A		B			
FOULING AND SWITCHES								
(1) Shunt Fouling Circuits.		A B						
(2) Switch Point Detection.		A B						
(3) Power Switch.	A							
(4) Spring Switch Mechanism.	A							
ELECTRIC LOCKS, RELAYS, SLOTS AND OTHER ELECTRO-MAGNETIC APPARATUS								
(1) Electric Locks.		A			B			
(2) Relays, Slots and Other Electromagnetic Apparatus Except Non-Vital Relays.			A				B	
(3) Seals on Time and Emergency Releases.		A						
(4) Time Releases and Timing Relays.			A B					
LOCKING								
(1) Approach, Route, Time and Traffic Locking.								At Time of Alterations or Revisions
(2) Indication Locking.				A	B			
(3) Movable Bridge Locking.	B							When in Service.

INSPECTION AND TEST SCHEDULE OF RAILWAY SIGNAL SYSTEMS AND DEVICES

SIGNAL SYSTEMS & DEVICES	Monthly	Quarterly	Semi Annually	Annually	Every 2 Years	Every 4 Years	Every 8 Years	Comments
GROUND AND INSULATION TESTS								
(1) Battery to Ground Voltage Reading.	B							
(2) Ground Resistance.					B			
(3) Cable and Line Wire Insulation Tests Wire-to-Wire, Wire-to-Ground.								At Time of Insulation
(4) Cable and Line Wire Wire-to-Ground.							B	
SIGNALS AND SIGNAL, MECHANISMS								
(1) Inspection and Operation Test.			A			B		
INTERLOCKING MACHINES MECHANICAL AND ELECTRO-MECHANICAL.			A			B		
BATTERIES								
(1) Primary.								Often as Necessary
(2) Storage.	A B		*		**			* Specific Gravity Lead Storage ** Specific Gravity Alkaline
MISCELLANEOUS								
(1) Lightning Arresters.								Often as Necessary
(2) Line Circuits, Attachments and Pole Boxes.				A				
(3) A Bond Wires.			A					
B Insulated Joints and Track Connections.			A					
C Track Circuits.				***				*** Shunt Sensitivity Test.

DEFINITIONS —

A: A careful and critical examination.

B: To subject apparatus to specified Electrical and/or Mechanical Conditions to Reveal its Condition.

CANADIAN NATIONAL: **Arthur J. Beaudry,** a member of Young Pioneers Lodge 118, has retired. **Thomas G. Forsythe,** a member of W. J. Gillis Lodge 167 and a resident of Truro, NS, has

R. J. Stringer, retired mechanic in the signal shop at Montreal of the Canadian National, died. Brother Stringer had completed 40 years of service when he retired in May, 1963. He had been active in St. Charles Lodge 187. He had served as chief signalman and had been a delegate at three conventions.

Let Grand Lodge know where you are moving to

Now that the Brotherhood of Railroad Signalmen's headquarters' computer is handling data nicely, Canadians are requested to send their changes of address directly to Grand Lodge in Mount Prospect. The change of address coupon appears in the department titled "From the Secretary-Treasurer." Please use it for letting BofRS know where you live.

HOW to BUY

By Esther Margolius

Released by
Press Associates, Inc.

Labeling

A friend with high blood pressure was advised by her doctor to start immediately on a low-salt diet. She was also advised by her physician that the most important thing to remember when shopping was her eyeglasses or a magnifying glass. The reason: she had to read the labels, small printed as they might be, to check on the presence of salt in unsuspected places, like in canned green peas or processed cheeses.

Others who depend on adequate labeling to check their food ingredients include diabetics and kidney patients who have to monitor their sugar and other carbohydrate consumption, allergic patients who have to check for the presence of milk, nuts, eggs, monosodium glutamate, among hundreds of other items, and children on no-additive diets.

Labeling is important to those who do not eat pork or pork products for religious reasons. The purchase of a frozen pie crust made with lard, for example, would break their religious proscriptions.

Currently, the government does require some ingredient labeling, with the ingredients listed in descending order of amount. The trouble is that, although one gets an idea if there's more water than beef in the corned beef hash can, one doesn't know exactly what is the percentage of each. And when it comes down to salt, inscribed somewhere at the bottom of the ingredient list, there's still no way to know how much is included.

At recent government hearings held by the Food and Drug Commission (over 3,000 attended; 9,000 answered by mail) one of the most prevalent complaints from consumers was that they didn't know how much of each ingredient was included in a product.

They also asked for the listing of the amount of cholesterol, the percentage of fat and carbohydrates, and the type of food coloring. They also called for a "use-by" date on perishable food. Consumers wanted more use of nutritional labeling and said the present use of the Recommended Daily Allowance as a nutritional guide was confusing.

Another barrier to careful buying is the so-called standard item. There are about 20 items so classified, including cheese, margarine, mayonnaise, salad dressings and jams, which are exempt from any kind of labeling at all. You may remember that in a recent ad campaign for a low-fat mayonnaise-type product, the manufacturer stressed that the product could not be called mayonnaise. It was marketed as "imitation."

The manufacturer may, and sometimes does, voluntarily list the ingredients of standardized products. For awhile, it looked like we were getting closer to full-disclosure labeling. Many firms have started listing percentages of ingredients, calorie count, fat count and the like. But a government program aimed at attaining such labeling voluntarily from manufacturers was suspended in April, the victim of budget cuts. Not all manufacturers planned to participate in the program, but, said a spokeswoman for the White House consumer affairs office, "We hate to see the end of any program that could potentially supply such important information to the public." The spokeswoman said the cutoff of the labeling program might show a need to go the congressional route and have labeling legislation passed.

Of course, **the legislators react best to constituent pressure and, despite many complaints about product labeling, a recent survey showed that the majority of consumers still don't see it as a problem.**

According to the study, done for the Food and Drug Administration in June, only 10% of those surveyed were seriously critical of food labeling and saw the need for revision and another 15 percent expressed some interest in the problem.

The survey was made among 1,347 primary food shoppers, those who do most of the shopping for a single household. It was commissioned by the FDA in coordination with the Federal Trade Commission and the Department of Agriculture. The FDA did point out that the 75% who expressed no interest in changing labeling were not strongly opposed to it, but rather neutral or apathetic.

Those who had complaints about product labels expressed a desire, similar to those in the study cited above, that all ingredients be listed on labels, including individual spices and flavorings rather than the generic terms. They also expressed a desire to have calorie information listed and favored the simplification of label language. This group also said they would like ingredients listed on all foods, including the so-called standard items.

The Grocery Manufacturers of

NCPAC

IN MISSOURI

THE NATIONAL FORCES OF CONSERVATISM AGAINST MISSOURI'S WORKERS

The forces of the National Conservative Political Action Committee (known as NCPAC, pronounced nik-pak) have been all over Missouri running an "independent" anti-Eagleton campaign on behalf of Gene McNary. They are also blanketing several other states on their target list of Senators, and hope some day to produce a Senate in their own image. It sets one to wondering, who is NCPAC, and what would a Senate in their image look like?

WHO IS NCPAC?

NCPAC is a money collector and distributor for the forces of the "new right." They raise money from all across the country through sophisticated direct mailings to the supporters of the far right (i.e., those who have joined right-to-work committees or who have contributed to the American Conservative Union's "STOP OSHA" drive) who appear on the new right kingpin Richard Viguerie's computerized lists. Using the privilege given under the election laws to make "independent expenditures," they then go into a state like Missouri and conduct a smear campaign against the incumbent Senator—all of which is perfectly legal (if disgusting) as long as they have no direct contact with the candidate who benefits from their tactics.

A SENATE IN NCPAC'S IMAGE?

Let us imagine (Heaven forbid) that the NCPAC forces were able to elect enough of their people to form a majority in the Senate. A first year's anti-worker calendar of business might look like this:

1. Abolish the Occupational Health and Safety Administration. No self respecting Senator supported by NCPAC would let a silly detail like a "few" workers contacting cancer on the job interfere with the operations of "free enterprise."
2. Pass a national right-to-work law covering all workers. The NCPAC crew believes that kindly employers will deal fairly with workers. Unions are just in the way.
3. Repeal the Davis-Bacon prevailing wage payment requirement for federal construction projects. They want contractors free to deal in under-the-table wage kickbacks and free to give the government slipshod construction. That too comes under their definition of "free enterprise."
4. Wipe out the minimum wage. "Free enterprise" also means the freedom to run a sweat shop. One wondered just how many of the NCPAC theorists sitting in Arlington, Virginia and the right-wing candidates they support have ever tried to live on $3.10 per hour.
5. Prohibit all public employees—at the federal, state and local level—from joining unions to bargain for wages and working conditions. They don't want government employees to be loyal public servants—they want them to be public slaves.
6. Set the oil companies free to gouge consumers and rack up profits as they will. The Senators supported by NCPAC believe that the normal workings of free competition (whatever that means in the seven-sisters dominated oil industry) will bring "fair" prices and ample energy supplies.

Once the NCPAC supported Senators are finished with that primary agenda, they will go to work on cutting out social security disability payments—or maybe social security itself—and unemployment compensation. Then they will abolish training programs for the unemployed, programs to assist those put out of work by national trade policies, and federal aid to state and local governments that provide jobs in times of high unemployment.

It will be an every man for himself world (women don't count: they're expected to follow along) with no cushions for the old, the sick or the unemployed.

Missouri's citizens don't need the Virginia and Washington, D.C. based NCPAC theorists of the far right telling them how to vote. And Missouri's workers certainly don't need a Senator who accepts NCPAC's help and embraces these right-wing policies.

FRANK CHURCH

IN THE SENATE LONG EXPERIENCE PROTECTING WORKERS' RIGHTS

Frank Church Protects Your Rights

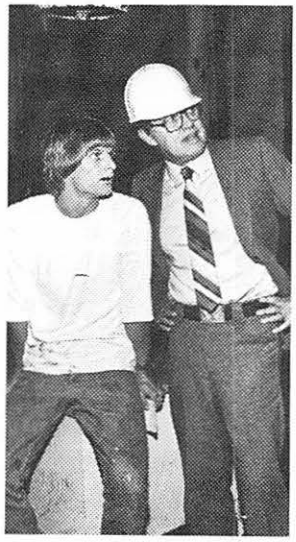
Whenever the foes of unions have massed in Washington to restrict your right to organize, and to bargain for wages and working conditions, Frank Church has been there in the Senate to protect your interests. Whether the issue is passage of Labor Law Reform or defeat of Right-to-Work (for less) laws, or safety in the mines, Frank Church has been a loyal friend of Idaho's workers.

Frank Church Watches the National Pocketbook

Frank Church has attacked some of the worst tax loopholes ever to exist—the failure to levy U. S. tax on many aspects of the overseas operations of multinational corporations. The failure of multinationals to pay U. S. taxes comes out of the pocket of the citizens of Idaho who pay their fair share. And that failure costs American jobs, as the multinationals prefer tax sheltered overseas operations to building facilities in this country. Frank Church has worked to expose and reform these abuses. Frank Church is in Washington, watching out for your money and your jobs.

Steve Symms: A Bad Bargain

If Idaho's voters trade Frank Church's record and experience for that of his opponent,



it will be a bad bargain indeed for working men and women. His opponent is dead set against the rights of workers to organize and bargain. He is supported by every known anti-labor organization in the country. And he has voted against every program that guarantees fairness for the American worker.

The choice is a clear one. If you elect Steve Symms, you will add another voice for big business in the Senate. If you re-elect Frank Church, you can count on his long experience and seniority being used on behalf of full employment and justice for Idaho's workers.

Keep Frank Church in the Senate.

America countered that some of these requirements, when initiated, would result in higher costs. "Inclusion of all flavorings could be a costly task," a spokesman for the grocery manufacturers said. "Larger labels to accommodate this additional information would be needed."

Energy ratings

In a move which could have a great impact on consumer buying habits, the **Federal Trade Commission has ruled that manufacturers of seven types of appliances place energy cost or energy efficiency ratings on their product's labels.**

The seven appliance categories are (1) refrigerator and refrigerator-freezers; (2) freezers; (3) dishwashers; (4) water heaters; (5) clothes washers; (6) room air-conditioners; (7) furnaces.

Since most major household appliances have life expectancies of ten years or more, a consumer can realize considerable energy savings over the life of an energy-efficient model.

The seven appliances included in the labeling program account for about 90% of energy consumed in American homes. For example, a top-freezer refrigerator uses about 100 or more kilowatt hours a month. The average annual rate of around five cents a kilowatt an hour for electricity means you are paying about $50 or $60 more a year just for the electricity for this appliance.

The new rule, effective in late May, helps consumers purchase the most energy efficient appliances available. Yearly cost figures will be plainly marked on the label, with the testing having been done by the Department of Energy.

The energy labels, printed in black on a yellow background will be posted in plain sight, usually in the upper right-hand area of the appliance's front panel. The label will be $5\frac{5}{16}$" x $7\frac{3}{8}$" and contain the following information: The estimated annual energy cost and a range of estimated annual energy costs for comparable appliance products, as well as the name of the manufacturer or private labeler, model number, capacity, a statement warning against the removal of the label and a statement indicating that the energy information is based on government tests.

Climate control appliances such as room air conditioners and furnaces must display an energy efficiency ratio rating (EER). The higher the rating, the more efficient the appliance. Energy costs are difficult to quantify for these products because of the extreme variation of climate usage periods across the country.

An appliance's annual energy cost will be formulated using the national average cost of electricity or other fuel such as natural gas. That number will be prominently displayed on the label. Utility rates vary around the country. As a result, this figure, which is based on a national average electric rate of 4.97 cents per kilowatt hour, may be off somewhat. However, included on the label will be a chart of kilowatt hour costs ranging from 2 cents to 12 cents. Knowledge of the local utility rate is all that is needed to make a reliable determination of the annual energy cost.

Any appliance using natural gas as a fuel, such as the water heater, would have its estimated figure based on the average natural gas rate of 36.7 cents per therm (100 cubic feet). Here, too, there would be a range of prices listed, from 10 cents to 60 cents per therm.

The comparison cost of an appliance against the full range of competition in its particular model or size classification is clearly shown on the energy guide label. Two figures, representing models with the lowest energy cost and the highest, contrast the annual energy cost of the featured appliance.

When a consumer shops for, say, a freezer, he may be confronted with a choice between two models of similar capacity. There may be a $75 difference in price, yet the more expensive freezer may save $25 a year in energy costs. The higher initial purchase price, though, would be made up in three years. Since statistics indicate the average service life (how long a household keeps an appliance) for a freezer is 20 years, the life cost savings could be considerable.

Residential consumer use of energy accounts for 20 percent of the nation's total demand, according to the Department of Energy. Of that figure, by far the most energy is used for space heating and water heating. In order to determine the true energy costs of an appliance which uses hot water, such as a clothes washer or dishwasher, the DOE estimate includes the cost of heating the water.

The FTC energy label for these appliances, therefore, includes estimates based on water heating costs for both gas and electric water heaters since they differ. If you have a propane or oil water heater, the store salesman should furnish estimated costs on request. Again, all the consumer would have to know is the local fuel rate.

Appliances have become increasingly efficient over the years. The American Home Appliance Manufacturers claim that refrigerator-freezer models of today are 50% more efficient than the ones of eight years ago. This is due in large part to better insulation materials.

AHAM claims however, that there is a limit to increasing the efficiency of certain products without driving up the appliance's cost prohibitively. The FTC has acknowledged this and for that reason has excluded several kinds of appliances from the labeling program.

Wells on Health

By **Marion Wells,** Research Director, American Physical Fitness Research Institute

"Critical moments come equipped with taloned claws, tearing time itself into raggedly bleeding pieces of before and after. Life will never again assume its former shape."

So writes Dr. Margaret Wold in her book "The Critical Moment" (Augsburg Publishing House).

But her message of hope is that the pieces of a life which are thrown up in the air, so to speak, can settle into a new shape that you find is okay, too.

She's been there. Seven years ago her husband lay paralyzed for months following an accident. "Our life died to what it had been," she says of that time.

Critical moments come in all lengths and forms, she told a conference conducted by the Institute For Changing Ministries, sponsored by the USC College of Continuing Education. For one conference speaker, it was a divorce. For another, a teenage son's losing struggle with cancer. And a pastor shared that his critical moment had been going on for twenty years as he faced the strains of raising a retarded daughter.

"When you come up against what I call a critical moment," she added in an interview, "everything is up for grabs. It changes your perception of reality and of your life."

Wold says the feelings one has at such times could be likened to an actor in a play who finds the props and cast switched without warning.

"It's terribly scary. It's disorienting. You're out in unknown territory. You want to retreat, but there seems no safe place to retreat to."

But one of the beautiful things about crisis, Wold has found, is that people who take a step toward the other side often discover sources of support they weren't aware existed.

"People you didn't even know before may come up and say, 'Hey, I went through that, too.' And suddenly in that unknown territory there's a friendly hand."

A crisis can also be a time of finding new wellsprings within oneself. Says Wold, "Most people I talk to affirm that, in time, their creative energies just welled up. People do all kinds of things they never realized they were capable of doing."

Wold speaks in a warmly compassionate way of another vital source of strength in her crisis . . . her personal faith and relationship with God. She recalls having feelings of "Lord, how could You let this happen?" But in time, she says, she was able to see God at work for good in her life, even in tragedy, and her faith was strengthened.

In a critical moment, she adds, borrowing the words of Genesis chapter one, life seems without form and void. But then comes a time when, "Let there be light." The pieces start to come together, and you see you're coming through.

"Buy union products and services as you would have union wages paid unto you."

UNION LABEL "GOLDEN RULE"

Union Label Week
September 1-6, 1980

Union Label and Service Trades Department, AFL-CIO

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, Il 60056.

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& Querin, P.C.)

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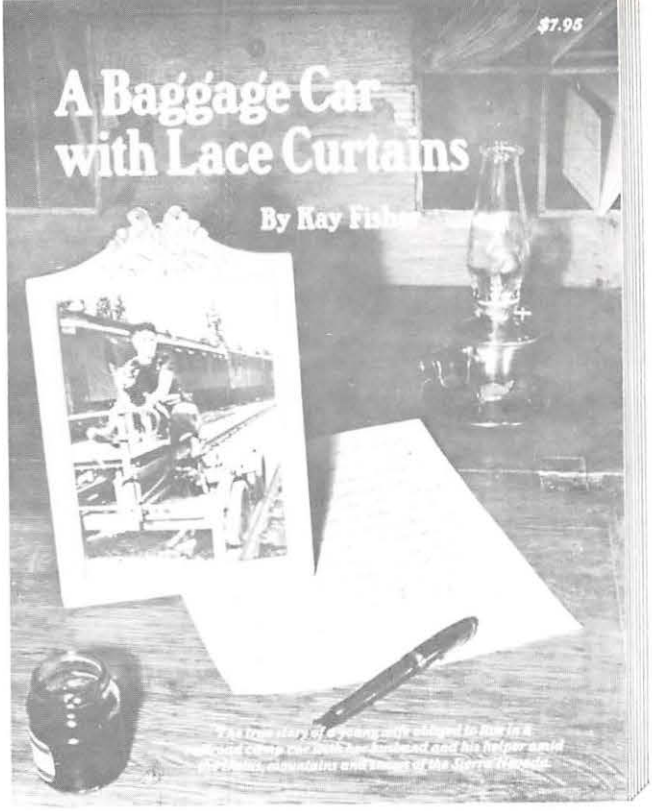
Ratner, Mattox, Ratner,
Barnes & Kinch, P.A.)

Camp car life as it was in the 1940's is told by Kay Fisher, wife of Bill Fisher, signalman on the Southern Pacific in the Sierra Nevada mountains in California.



Camp car living had its moments

Few of today's signalmen have had the experience of living in camp cars. There are some signal crews still living in camp cars, but as time goes on the Brotherhood of Railroad Signalmen has been able to negotiate agreements with railroads to retire the camp cars and put crews into hotels or motels. This was not always so, and a very interesting, delightful, humorous and serious book has been published concerning camp car life titled "A Baggage Car with Lace Curtains."

It is about life in the 1940's on the Southern Pacific. Bill Fisher took his young bride, Kay, up in the Sierra Nevada mountains in California on the SP mainline between Oakland, CA and Ogden, UT. They lived in a converted baggage car, No. 713, and had a boxcar, No. 787 for tools and supplies — in what might be called a "married pair." In rapid transit terminology, two cars that are permanently coupled are called a married pair.

Author Kay Fisher tells the story from the viewpoint of a young wife obliged to live with her husband in their baggage car and tool car parked on various spur tracks. Once the cars were parked inside the snowsheds at Norden. Another time the cars were parked next to cattle pens. When Kay decides that's too much, the yardmaster obligingly moves the cars next to the engine house. The goal of Kay and Bill Fisher was to have their own house, which they got when he was promoted to signal maintainer.

Although many chapter have humor in them, there's an abiding serious theme, namely that Kay and Bill Fisher will make their marriage work and be successful. There are times when she wanted to leave the railroad — and she says so — but she persevered to keep their marriage a warm, happy and successful one. Their two sons are in the SP signal department.

For railroaders and non-railroaders alike, this book is full of humorous incidents and serious anecdotes. Kay tells it like it was. She tells how she coped with train crews, telegraphers, track laborers, other wives living in camp cars, switch engines, oil lamps and an outdoor privy (affectionately called the dream house). Signalmen and their families will certainly enjoy this book. It's family reading at its best.

Price is $7.95. Order from **B&K Fisher, P.O. Box 714, Colfax, CA 95713.** (California residents must add 48 cents sales tax.)

Please send me _____ copies of **"A Baggage Car with Lace Curtains."** Enclosed is check or money order payable to B&K Fisher. Price is $7.95 per copy. CA residents add 48¢ per copy, tax. Send coupon and payment to **B&K Fisher, PO Box 714, Colfax, CA 95713.**

Name: _____

Address _____

City _____ State _____ Zip _____

We need your help to make The Signalman's Journal a better magazine

In talking with members, we find that they like to see pictures in The Signalman's Journal. Also, they like to read about members, their work and activities of local lodges.

When sending us photographs, we would like to get pictures no smaller than 3.5″ by 5″ or preferably 5″ by 7″. Please DON'T SEND us pictures made by Instamatic, Polaroid or Kodak automatic cameras that turn out color prints. These just do not reproduce well in a magazine. Our printer makes a photograph of the pictures we send to him, so he must have clear, sharp pictures to work with.

These film sizes are acceptable as they will produce black and white prints of 3.5″ by 5″ size or larger: Film sizes — 120, 126, 127, 135 and 620.

The picture above was made from a Polaroid print. If you send us color prints, we may not be able to use them. We do not guarantee to use every picture sent to us. If we think it will reproduce in the magazine into a picture that is recognizable, we'll use it. If you think the pictures are good, but have doubts, send us the film so we can have a print made if we agree. Please do not cut the film up into small individual frames. We'll return the film to you.

PLEASE DO NOT WRITE ON THE BACKS OF PHOTOGRAPHS! On a separate piece of paper identify people, printing their names. Generally people are identified from left to right — by rows, standing, sitting, etc. In a list of vertical names, we would assume that top name would be the person at the left and identities would be from that person to the right (last name listed would be person at extreme right of the group). Also put a small number in the corner of the photograph and the same number on your separate paper listing the people in the photo.

When sending us news about members, including obituaries, please PRINT NAMES, include city or town and dates. Newspaper obituaries often do not include the date or the town because the reader presumably has the entire paper to read. But when we get the cut-out obituary, city and date are often missing. Please give us names, city and date of death on obituaries.

As for news of local lodges, if the recording secretary writes minutes of meetings and sends them to members, he can send a copy to the Editor, The Signalman's Journal. We can write a news item for the magazine from these minutes.

As for members' activities, let us hear from you. Just write down the facts and we'll prepare the finished write-up for the magazine. Try to include photographs.

Copy deadlines are as follows: September issue copy must reach the editor by July 22; for October, copy is due in Mt. Prospect on August 18; for November issue copy deadline is September 22; and December issue copy must reach the editor by October 17. It takes 6 weeks from the time the editor has the copy until the magazine is mailed from the printer in Waterloo, WI about 17 miles east of Madison, WI.

Last but not least. To get The Signalman's Journal to you and for you to let us know what you want in the magazine, we must hear from you. And we must have your correct name and address. You can use the coupon in the magazine or you can write to us. Please PRINT NAME and ADDRESS. If a member, please send us your certificate number.

When sending material to The Signalman's Journal, write to Editor, The Signalman's Journal, 601 W. Golf Road, Mt. Prospect, IL 60056.

Editor's Lament

The typographical error is a slippery thing and sly
You can hunt till you are dizzy, but it somehow will get by.
'Til the forms are off the presses, it is strange how still it keeps
It shrinks down in a corner and it never stirs or peeps.
That typographical error, too small for human eyes
'Til the ink is on the paper, when it grows to mountain size.
The boss, he stares with horror, then grabs his hair and groans
The copyreader drops his head upon his hands and moans.
The remainder of the issue may be clean as clean can be
But the typographical error is the only thing you see.

Editor's Note: Our thanks to J. P. Powell, superintendent of signals, Louisville & Nashville, for sending us this most appropriate poem.

Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$1.50	
Coasters:				
	red and green		.35	
Playing Card Decks			3.00	
Golf Caps: __ Red __ Bk __ Wh __ Sm __ M __ Lg			4.50	
Signalman's Training Course	8-Volume Set		18.00	
	Volume 1		2.50	
	Volume 2		2.50	
	Volume 3		2.50	
	Volume 4		2.50	
	Volume 5		2.50	
	Volume 6		2.50	
	Volume 7		2.50	
	Volume 8		2.50	
Decals:	3-inch		.15	
	4-inch		.20	
Lapel Pin:	colorlight signal		2.50	
	BofRS		3.00	
Windbreakers	Small		15.00	
	Medium		15.00	
	Large		15.00	
History of the BofRS			10.00	
Master Nat'l. Agreement Bk.			8.00	
General Chairman and Local Chairman's Manual			3.00	
TOTAL AMOUNT ENCLOSED				

Minimum order accepted is $5.00

Make check or money order payable to:
BROTHERHOOD OF RAILROAD SIGNALMEN

Send payment and order to:
BROTHERHOOD OF RAILROAD SIGNALMEN
601 West Golf Road
Mount Prospect, Illinois 60056

NAME _____

CERTIFICATE NO. _____

ADDRESS _____

CITY _____

STATE (PROVINCE) _____

ZIP CODE _____

CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

PLAYING CARDS with BofRS emblem are now available. These high quality cards come in the conventional bridge decks, including jokers. Cards and emblems are in color.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

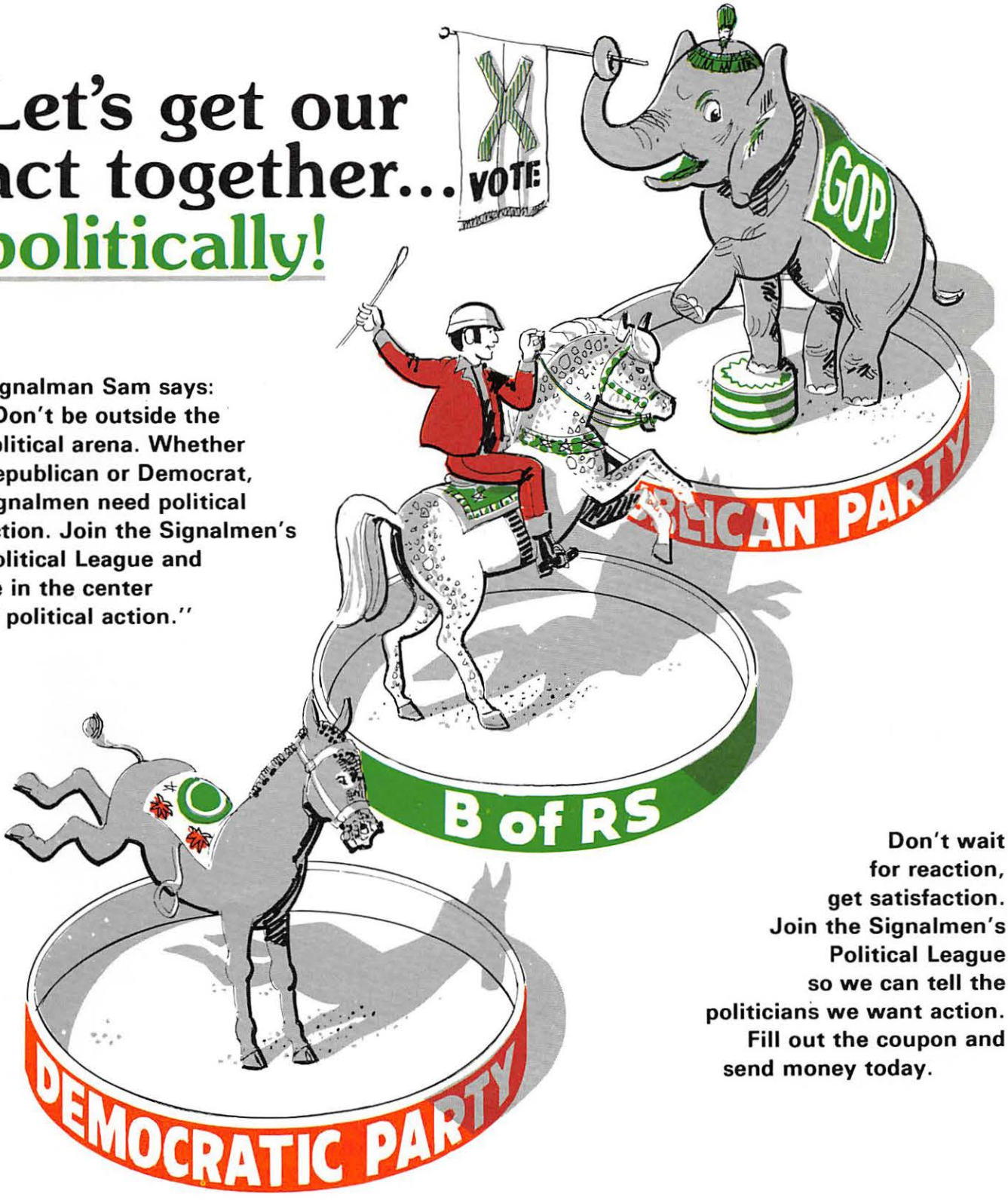
Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 25 sections are:

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement
W Employee information
X Bereavement leave

Let's get our act together... politically!



Signalman Sam says: "Don't be outside the political arena. Whether Republican or Democrat, signalmen need political action. Join the Signalmen's Political League and be in the center of political action."

Don't wait for reaction, get satisfaction. Join the Signalmen's Political League so we can tell the politicians we want action. Fill out the coupon and send money today.

A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission 1325 K Street, N.W., Washington, DC 20463.

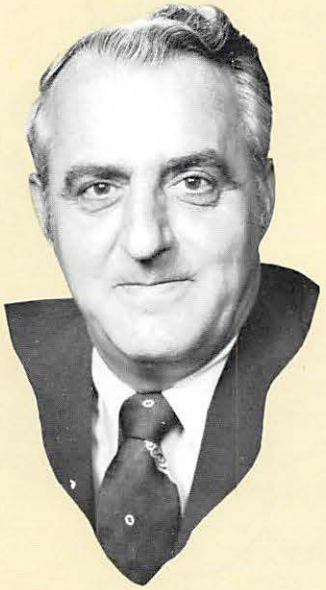
To: W. D. Best, Treasurer, **Signalmen's Political League, 601 W. Golf Rd., Mt. Prospect, IL 60056.** Here is $2 or more to help SPL carry out its campaign for good government. (Please make check or money order payable to Signalmen's Political League.)

_____ **Active Member** _____ **Retired Member**

Name _____ **Certificate No.** _____

Address _____

City _____ **State** _____ **Zip Code** _____



Bates' Commentary

Everyone feels the effects of inflation on their personal everyday lives, and their efforts to make ends meet. The current inflationary spiral has brought us to a crisis stage in the financing of the Railroad Retirement System. Although the deficit has been obvious for some time, inflation has accelerated the deterioration of the fund's balance and action must be taken **NOW** to preserve the benefits of our retirement system, both for those already retired and for those who retire in the future.

The Railway Labor Executives' Association Subcommittee on Railroad Retirement has held lengthy meetings with the National Railway Labor Conference, exploring ways to increase funds to finance the retirement benefits, and has constantly brought the deficit to NRLC's attention. Our subcommittee and the National Railway Labor Conference have been unable to arrive at an agreeable solution to this important issue and we must now appeal to the U.S. Congress and the administration to pass legislation to insure the continuation of benefit payments by the Railraod Retirement system.

There are many reasons for the deficit in the system, besides inflation. The fact that there are more than twice as many people receiving benefits as there are contributing to the fund is of course the chief cause of the fund's downward balance. The number of employees in the railroad industry has drastically declined since immediately after World War II and the work force continues to decline.

Many factors contribute to the reduction of employees in the railroad industry. Automation is one of the foremost reasons and we cannot quarrel with the introduction of modern and more efficient equipment into the workings of the industry.

There is one factor which has caused the number of employees in the railroad industry to decline which we do take violent issue with and we will not be satisfied until it is corrected.

Since World War II we have witnessed the railroad industry contracting railroad work to employers who evade payment of Railroad Retirement tax through loopholes in the Tax Act. It is estimated there are more than 100,000 employees actually performing railroad work who do not have taxes paid to the railroad Retirement System on their earnings. I believe that is a conservative estimate. I read many railroad trade journals who advertise for outside industry engaged in performing almost every phase of railroad work. If only a small number of those companies advertising to perform railroad work are actually viable companies, the 100,000 figure must be far short of the actual number of employees performing railroad work who are not covered by the Railroad Retirement tax and benefit system. This has been discussed on many occasions and must be corrected if not now, at some point in the future.

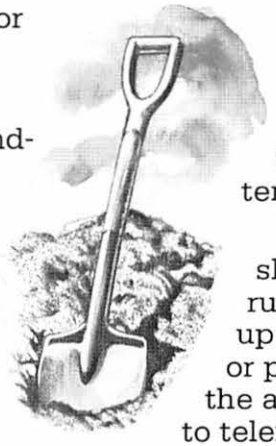
Elsewhere in this issue of The Signalman's Journal we are appealing to you to assist in the passage of legislation to take care of the emergency financing of the system. It is absolutely imperative that each of our members contact their Senators and Representatives in Congress to seek their support of the bills introduced in both Houses of Congress. Please do so immediately, and it might be well to remind those standing for election this Fall that we will be eagerly examining the voting records on this issue.

Tom Bates

UNDERCOVER JOB?

TWO WAYS 3M HELPS MAKE LONG-LASTING REPAIRS ON BURIED SIGNAL CABLE.

Cut down on high-cost cable replacement. Stop joining cables with patchwork materials. Now 3M Scotchcast® Signal and Control Cable Splicing Kits give you a sturdy, reliable method of repairing or joining signal and control cables.



Scotchcast Re-enterable Splicing Kits give you a compound-filled inline or T-tap splice that lets you get back into the splice if desired, and still reuse the tough PVC mold body and hardware. Only normal hand tools are needed to make these splices. When you're finished, the splices are ready for the toughest conditions. Each kit has all the materials needed to insulate and seal re-enterable splices, including the urethane insulating compound (Scotchcast 2114). Kits handle cable diameters from ¼" to 2½".

Scotchcast Inline Splicing Kits use permanent rigid body molds filled with a pliable polyurethane compound (Scotchcast 2104). Again, common hand tools will get the job done quickly. The splices are ready for direct burial as soon as the insulating compound cures. You can use this series for inline splices on cable diameters from ¼" to 3¼".

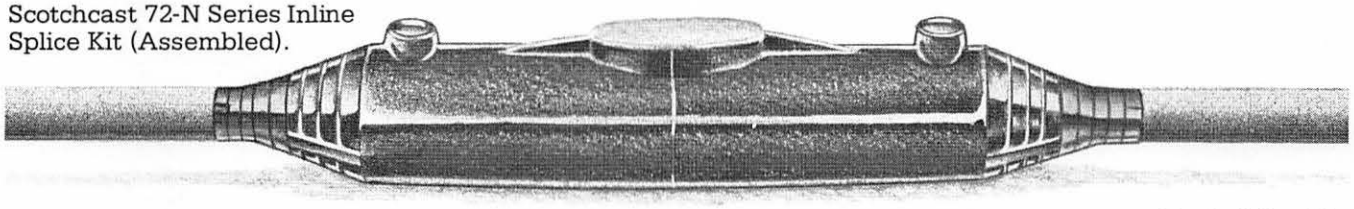
All splices are tough enough to withstand continuous operation at 90°C (with an emergency overload temperature of 130°C).

Both kit types can be used on shielded or non-shielded plastic or rubber jacketed cables with ratings up to 1000 volts. Whether re-enterable or permanent, you can fit Scotchcast to the application, from intersection signals to telemetry cable to crossing gate signal installations.

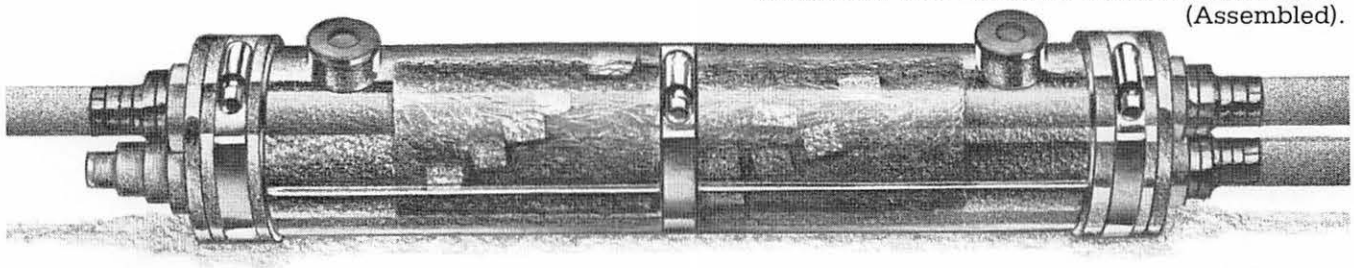
3M Scotchcast Splicing Kits will pay off in your next underground job. Check with your electrical distributor, or write for full information to:

Dept. EAO-16, Electro Products Division,
3M Center, St. Paul, MN 55101.

Scotchcast 72-N Series Inline Splice Kit (Assembled).



Scotchcast 78-R Series Re-enterable Splicing Kit (Assembled).



3M

QUICK & EASY.

GRS TYPE B RELAYS SET THE STANDARD FOR UNINTERRUPTED SERVICE AND EASY MAINTENANCE.

You can change a GRS Type B plug-in relay in seconds, without touching a wire. A special registration feature on the relay prevents wrong-place installation. Even wiring changes, on the back of the plugboard, can be made with the relays in place. And Type B relays provide uninterrupted service because they keep working while you make current and voltage tests.

GRS has over 25 kinds of Type B relays to save you time and work. For more information, write for Pamphlet 1457.

GRS

GENERAL RAILWAY SIGNAL

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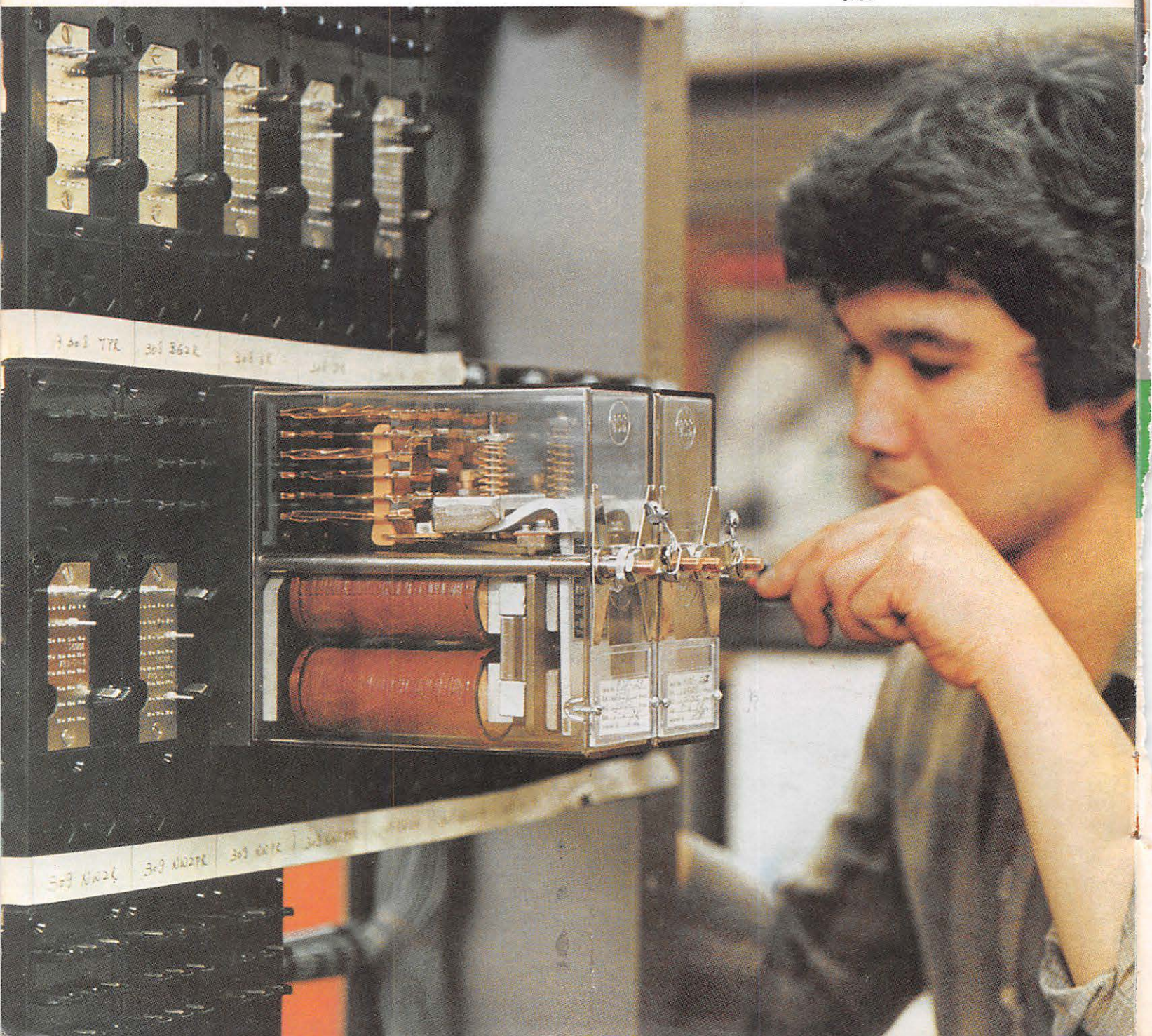
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